INITIAL STUDY

PINE VALLEY SHERIFF'S SUBSTATION PROJECT

PROJECT NUMBER: MP10809

JANUARY 2012

Prepared for:

County of San Diego
Department of General Services
5560 Overland Avenue, Suite 410
San Diego, CA 92123
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RBF JN 25-104818.003

Table of Contents

List of Exhibits

List of Tables

Appendices

1.0 INTRODUCTION

Following preliminary review, the proposed Project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study addresses the direct, indirect and cumulative environmental effects associated with the proposed Project.

1.1 STATUTORY AUTHORITY AND REQUIREMENTS

In accordance with CEQA (Public Resources Code Sections 21000–21177) and pursuant to Section 15063 (Initial Study) of Title 14 of the California Code of Regulations (CCR), the County of San Diego Department of General Services, acting in the capacity of the Lead Agency, is required to undertake the preparation of an Initial Study to determine whether the proposed Project would have a significant environmental impact. If, as a result of the Initial Study, the Lead Agency finds that there is evidence that any aspect of the proposed Project may cause a significant environmental effect, the Lead Agency shall further find that an environmental impact report (EIR) is warranted to analyze proposed Project-related and cumulative environmental impacts. Alternatively, if the Lead Agency finds that there is no evidence that the proposed Project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, the Lead Agency shall find that the proposed Project would not have a significant effect on the environment and shall prepare a negative declaration or mitigated negative declaration for the Project. Such determination can be made only if "there is no substantial evidence, in light of the whole record before the Lead Agency that such an effect may occur (Section 21080(c), Public Resources Code)."

The environmental documentation, which will ultimately be approved and/or certified by the County of San Diego Department of General Services in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis of subsequent discretionary actions upon the proposed Project. The resulting documentation is not, however, a policy document, and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from which permits and other discretionary approvals would be required.

The environmental documentation and supporting analysis are subject to a public review period. During this review, comments on the document relative to environmental issues should be addressed to the County of San Diego Department of General Services. Following review of any comments received, the Department of General Services will consider these comments as a part of the proposed Project's environmental review and include them with the Initial Study documentation for consideration.

1.2 PURPOSE OF INITIAL STUDY

The purpose of the Initial Study is to: (1) identify environmental impacts; (2) provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR or a negative declaration; (3) enable an applicant or Lead Agency to modify a Project, mitigating adverse impacts before an EIR is required to be prepared; (4) facilitate environmental

assessment early in the design of the Project; (5) document the factual basis of the finding in a negative declaration that a Project would not have a significant environmental effect; (6) eliminate needless EIRs; (7) determine whether a previously prepared EIR could be used for the Project; and, (8) assist in the preparation of an EIR, if required, by focusing the EIR on the effects determined to be significant, identifying the effects determined not to be significant, and explaining the reasons for determining that potentially significant effects would not be significant.

Section 15063 of the *CEQA Guidelines* (Sections 15000–15387 of the CCR) identifies the following specific disclosure requirements for inclusion in an Initial Study:

(1) A description of the Project including the location of the Project;

(2) An identification of the environmental setting;

(3) An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;

(4) A discussion of ways to mitigate significant effects identified, if any;

(5) An examination of whether the Project is compatible with existing zoning, plans, and other applicable land use controls; and,

(6) The name of the person or persons who prepared or participated in the Initial Study.

1.3 INCORPORATION BY REFERENCE

A list of references is included in Chapter 8.0, References, of this Initial Study. The Initial Study has been prepared based upon data given in the supporting technical studies (e.g. noise, air quality, biological resources, etc.) prepared for the Project. The Initial Study reflects the findings identified in the technical reports and provides appropriate mitigation measures to reduce potential Project impacts to less than significant, as appropriate.

2.0 ENVIRONMENTAL SUMMARY

2.1 BACKGROUND

1. PROJECT: Pine Valley Sheriff's Substation Project

2. LEAD AGENCY: County of San Diego
Department of General Services
5560 Overland Avenue, Suite 410
San Diego, California 92123

3. CONTACT PERSON & PHONE: Dahvia Lynch
Phone (858) 694-2047

4. PROJECT LOCATION:

The Project site consists of an approximately one-acre site located within the northern portion of larger four-acre parcel (Assessor Parcel Number 410-060-09). The site is located north of Interstate 8 (I-8), east of Sunrise Highway (S1), and west of State Route 79 (SR-79) in southeastern San Diego County, California; refer to Exhibit 1, Regional Map. The County-owned property (Pine Valley County Park) is located within the unincorporated community of Pine Valley, east of the intersection of Corte Madera Road and Old Highway 80; refer to Exhibit 2, Vicinity Map. The site is depicted within Section 36, Township 15 South, and Range 4 East of the Descanso, California U.S. Geological Survey (USGS) 7.5" topographic quadrangle.

5. APPLICANT: County of San Diego
Department of General Services
5560 Overland Avenue, Suite 410
San Diego, California 92123

6. GENERAL PLAN DESIGNATION: 36 (Open Space)

7. ZONING: S80 (Open Space)

8. PROJECT DESCRIPTION:

The Project proposes construction of a new Sheriff's Substation for the San Diego County Sheriff's Department to serve the community of Pine Valley, California and surrounding areas; refer to Exhibit 1, Regional Map, and Exhibit 2, Vicinity Map. The new Pine Valley Sheriff's Substation would be located approximately 1,200 feet northwest of the existing Sheriff's Substation and would replace the older leased facility.

The Project generally includes construction of a single approximately 4,200 square-foot building for the Substation, employee and visitor parking (seven public, one handicapped accessible, and 10 oversized secured/loading spaces), a paved access

driveway and an unpaved decomposed granite (d.g.) secondary driveway (for emergency vehicle use only) connecting to Old Highway 80 to the west, septic pits, an emergency generator enclosure, a trash enclosure, and extension of water/utility service lines to the building; refer to Exhibit 3, Conceptual Site Plan.

Project construction is planned to commence in the summer of 2012 and be completed in or before summer of 2013, pending all Project approvals. The Project is under the jurisdiction of the County of San Diego Department of General Services, which will act as the Lead Agency.

Operational Characteristics

The Sheriff's Department is responsible for providing generalized patrol and investigative services for the unincorporated areas of the County. The Pine Valley Sheriff's Substation is responsible for providing such services to eastern San Diego County, specifically the Pine Valley community. The existing Pine Valley Sheriff's Substation currently serves an area of over 400 square miles which includes the communities of Pine Valley, Guatay, Descanso, Mount Laguna, Boulevard, and Jacumba. The existing Sheriff's Substation has been at its location since the early 1970's and is attached to the Pine Valley Volunteer Fire Department.[1]

Currently, nine (9) staff members are assigned to the existing Pine Valley Sheriff's Substation. The Substation is commanded by a Lieutenant (not included in the nine staff members) who splits his/her time between the existing Sheriff's Substation and other rural Sheriff's facilities. In addition, four deputies assigned to the Boulevard/Jacumba office would also report to the Pine Valley Sergeant and would attend weekly meetings at the Pine Valley Sheriff's Substation. Working shifts for the deputies occur throughout the seven-day work week, with no more than two or three patrol deputies working at any one time. Additionally, space would be provided for California Highway Patrol (CHP) and Bureau of Land Management (BLM) staff operations. Volunteer staff from the Sheriff's Senior Volunteer Patrol Program would also utilize the facility, consistent with current operations at the existing Substation; however, the Project would not result in an increase the overall total number of staff using the Substation or introduce any other new uses that vary from those which presently occur at the existing Sheriff's Substation. Therefore, existing operational conditions with regard to staffing would remain the same with the proposed Sheriff's Substation. Refer also to Section 3.15, Transportation/Traffic of this Initial Study.

9. SURROUNDING LAND USE(S) & PROJECT SETTING:

The Project site is currently vacant, with the surrounding area supporting a mixture of uses. Existing uses near the site include the Pine Valley Branch-County Library approximately 530 feet to the south and the Pine Valley Store on the south side of the library; the Pine Valley County Park to the east/southeast; horse stables to the east (across from a northwest-trending unnamed drainage); the Pine Valley Sanitation

[1] San Diego County Sheriff's Department website. http://www.sdSheriff's.net/patrolSubstations/pinevalley.html. Accessed October 31, 2011.

District treatment ponds to the northeast; and, single-family rural residences to the west (across from Old Highway 80). Several other commercial uses, such as restaurants and a motel, also occur to the south along Old Highway 80. The existing Sheriff's Substation is located approximately 1,200 feet to the southeast at 28848 Old Highway 80.

The Project site is located within a broad basin bounded by steeper slopes to the north and northeast. The site is relatively flat with the topography varying from the lowest point of approximately 3,711 feet above mean sea level (amsl) to the highest point of approximately 3,717 feet asml. A northwest-trending unnamed drainage is immediately east of the proposed building pad and is regionally part of the Tijuana River Watershed. The drainage is mapped as a blue-line stream on the Descanso 7.5-minute USGS quadrangle. Much of the habitat onsite and in the surrounding area has been degraded and reduced to smaller fragmented stands that occur intermittently within the valley floor. The site is vegetated with small stands of open Jeffrey pine (*Pinus jeffreyi*) forest, with an open understory composed of great-basin sagebrush (*Artemisia tridentate* var. *tridentata*) scrub and sparse non-native grassland; refer to Exhibit 4, Vegetation Map. The streambed consists of a primarily unvegetated sandy channel lacking hydrophytic vegetation. Several Jeffrey pines onsite (0.13 acre) would require removal with the Project.

10. OTHER REQUIRED AGENCY APPROVALS:

The County of San Diego would act as the Lead Agency for the proposed Project and would be responsible for approval of the environmental document. Although the Project would result in minimal impacts on sensitive habitat, approval from the California Department of Fish and Game (CDFG) may be required for the mitigation measures proposed or based upon the results of the rare plant surveys. Approval of grading plans and issuance of building permits from the County of San Diego would also be required, prior to commencement of construction.

11. PREVIOUS ENVIRONMENTAL DOCUMENTATION:

N/A

12. CONSULTATION:

Federal, State, and Other Local Agencies:

U.S. Fish and Wildlife Service (USFWS)
California Department of Fish and Game (CDFG)
San Diego Regional Water Quality Control Board (RWQCB)
County of San Diego:

- Department of General Services
- Sheriff's Department
- Department of Environmental Health

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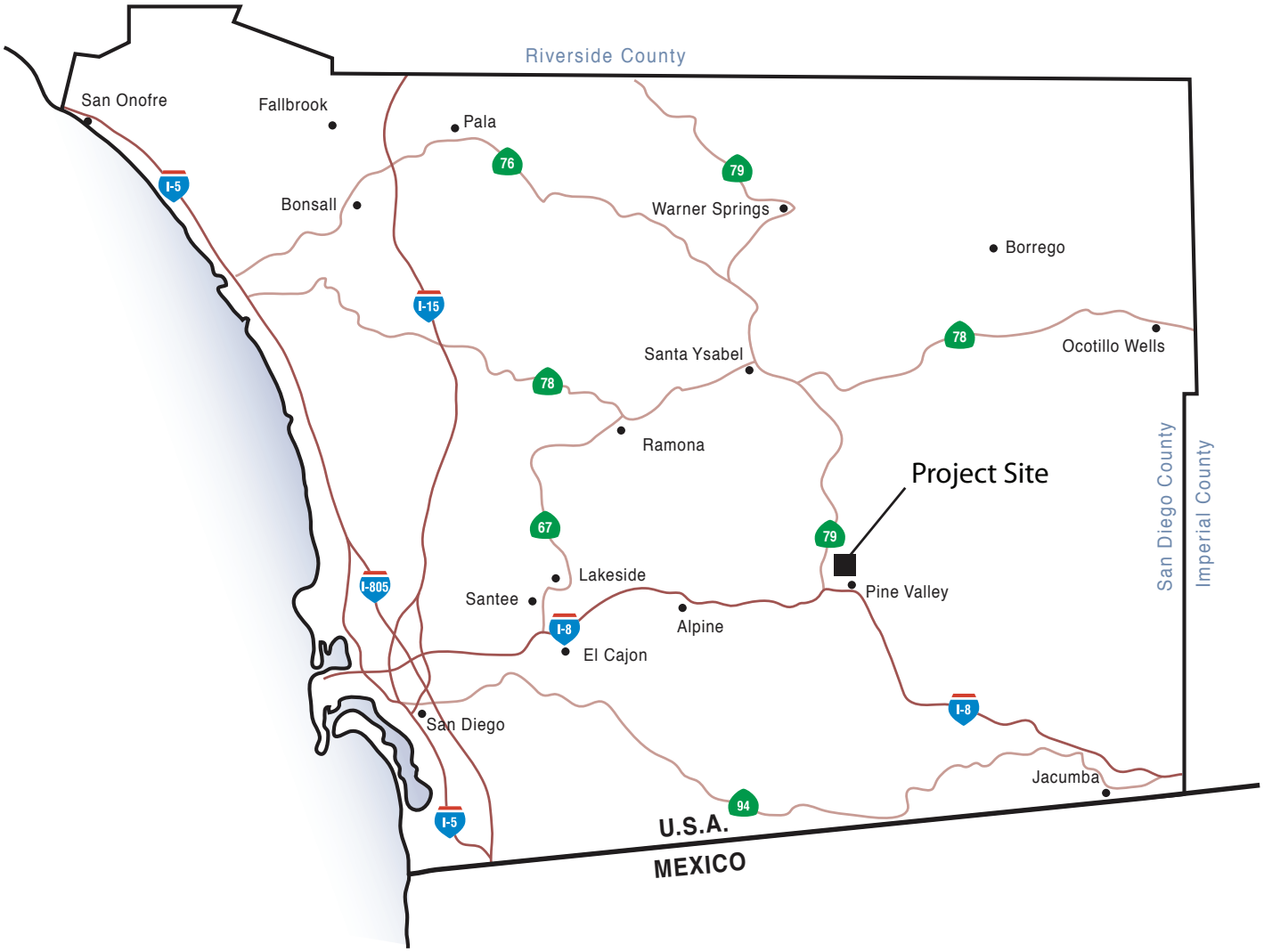

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Pine Valley Sheriff's Station Project

REGIONAL MAP

Exhibit 1

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Source: GoogleEarth 2011

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PIne Valley Sheriff's Station Project

VICINITY MAP

Exhibit 2

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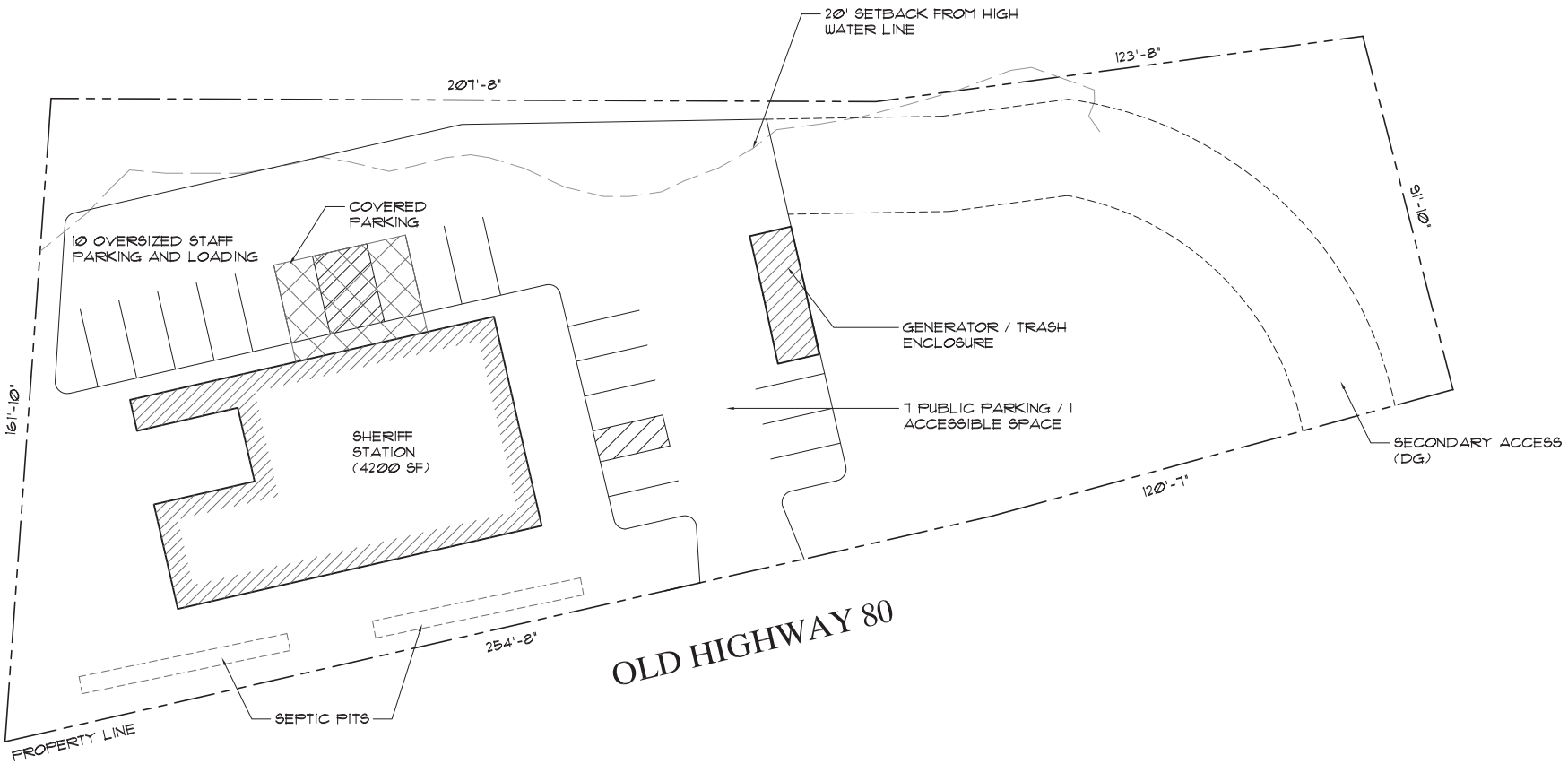

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Source: County of San Diego Department of General Services, 2011.

Pine Valley Sheriff's Station Project

CONCEPTUAL SITE PLAN

Exhibit 3

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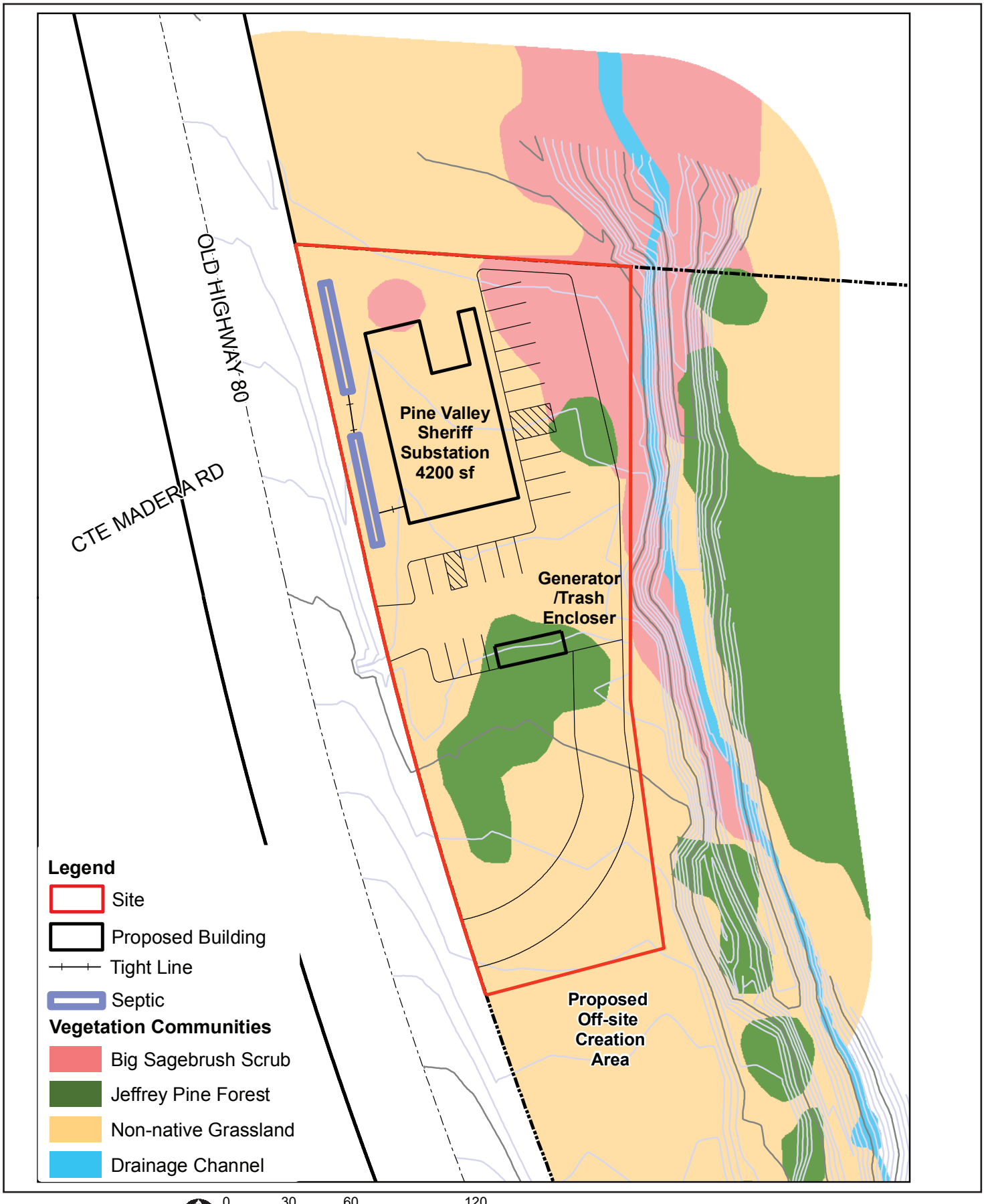

RBF CONSULTING

1/11/2012 JN 25-104818 bio.mxd KDB
Source: County of San Diego, Eagle Aerial & Vegetation mapping by ICF International (Jurisdictional Delineation Report for the Proposed Sheriffs Station Site, Pine Valley County Park, Pine Valley, CA June 2011)

Pine Valley Sheriff's Station Project

VEGETATION MAP

Exhibit 4

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

A summary of the environmental factors potentially affected by this Project, consisting of a Potentially Significant Impact Unless Mitigated, include:

☐ Aesthetics	☐ Agricultural	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Geology & Soils
☐ Hazards	☒ Hydrology/Water Quality	☐ Land Use & Planning
☐ Mineral Resources	☒ Noise	☐ Population & Housing
☒ Public Services	☐ Recreation	☐ Transportation/Traffic
☒ Utilities Systems		

2.2 EVALUATION OF ENVIRONMENTAL IMPACTS

This section analyzes the potential environmental impacts which may result from the proposed Project. For the evaluation of potential impacts, the questions in the Initial Study Checklist (Section 3) are stated and answers are provided according to the analysis undertaken as part of the Initial Study. The analysis considers the Project's potential short-term impacts (construction-related) and its long-term, operational or day-to-day impacts. For each question, there are four possible responses. These include:

1. *No Impact*. Future development arising from the Project's implementation will not have any measurable environmental impact on the environment and no additional analysis is required.
2. *Less Than Significant Impact*. The development associated with Project implementation will have the potential to impact the environment; these impacts, however, will be less than the levels or thresholds that are considered significant, and no additional analysis is required.
3. *Potentially Significant Unless Mitigated*. The development will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the Project's physical or operational characteristics can reduce these impacts to levels that are less than significant.
4. *Potentially Significant Impact*. Future implementation will have impacts that are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

DETERMINATION

On the basis of this initial evaluation:

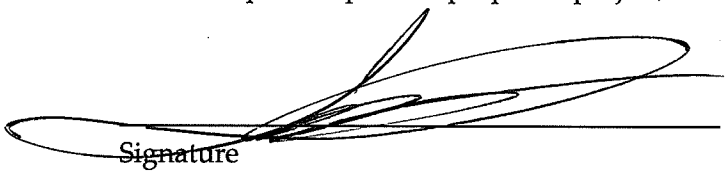
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

JAN 31, 2012

Date

THOMAS O. FINCHER RA, CFM, LEED AP

Printed Name

County of San Diego Dept. of General Services

Contact: Dahvia Lynch / Telephone: (858) 694-2047

County of San Diego Dept. of General Services, 5560 Overland Avenue, Suite 410, San Diego, California, 92123

NOTE: All referenced and/or incorporated documents may be reviewed by appointment only, at County of San Diego Dept. of General Services, 5560 Overland Avenue, Suite 410, San Diego, California, 92123, unless otherwise specified. An appointment can be made by contacting the Contact Person identified above.

3.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant	Potentially Significant Unless Mit.	Less than Significant	No Impact
3.1 AESTHETICS Would the Project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic building along a State-designated scenic highway?	☐	☐	☒	☐
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☐

a) Have a substantial adverse effect on a scenic vista?

Less than Significant Impact. Old Highway 80 is designated as a County Scenic Highway from State Route 79 (west of the Project site) to Interstate 8 (I-8); however, the road is not designated as a Scenic Corridor by the State of California Department of Transportation. Old Highway 80 runs adjacent to the west of the Project site, and therefore, the proposed development may be visible to those traveling in either direction along Old Highway 80. Due to the relatively small scale and height of the proposed Sheriff's Substation, the Project is not anticipated to significantly impact existing views along the roadway. Additionally, the Substation would be set back a distance from the roadway, and landscaping would be provided as appropriate and as consistent with County landscaping guidelines, to further reduce views into the site. Building materials would also reflect the surrounding rural character of the Pine Valley community (e.g. use of earthtones, natural materials such as wood and/or stone), thereby reducing visibility of the Project within the existing visual landscape. Additionally, Project design would be in conformance with any design requirements given in the General Plan or Central Mountain Subregional Plan for the area. Views into the site would be further reduced by travel speeds along Old Highway 80. As such, it is not anticipated that the Project would have a substantial effect on scenic views within the surrounding area.

Additionally, the Project site is located approximately 0.4 mile to the north of Interstate 8 (I-8) which is designated as a County Scenic Highway from El Cajon to the Imperial County line. Due to the Project's location at a distance from I-8 and the nature of the Project design (i.e., low profile and of minimal bulk and scale), the Project would not have a substantial adverse effect on scenic views from this roadway. In addition, any views of the Project would be partially blocked from various vantage points along the roadway by existing intervening vegetation and development and further reduced by travel speeds and the requirement for passengers within

vehicles to voluntarily turn their heads to view the site. Overall, Project impacts would be less than significant, and no mitigation is required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less than Significant Impact. Refer to Response 3.1(a), above. The Project would involve minor, temporary disturbance along Old Highway 80 during construction to provide adequate access to the site; however, no scenic resources would be substantially damaged during such activities, nor would any such resources be disturbed for the long-term. Furthermore, the Project site does not support scenic resources such as rock outcroppings or historic buildings. Therefore, impacts related to this issue would be less than significant, and no mitigation is required.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less than Significant Impact. Refer also to Response 3.1(a), above. The site is currently vacant. The proposed Sheriff's Substation would be functionally similar to the existing Sheriff's Substation and would represent a use that would not conflict with the existing County General Plan land use designation. The proposed structure would have a low profile within the visual landscape (one-story), generally consistent with the character of existing uses in the surrounding area. Public views of the site would generally occur from vehicles traveling along Old Highway 80 and from adjacent uses to the north, west, and south; however, such views would be reduced due to posted travel speeds, distance from the site, a lack of variation in elevation between the site and surrounding uses (relatively level viewing plane), and/or intervening structures and existing vegetation. The structure would be set back from the roadway, thereby distancing the proposed structure from offsite uses and potential viewers traveling in vehicles. In addition, construction activities would be temporary (approximately six months) and would not require extensive visual disturbance to the site or surrounding areas. Therefore, impacts on the existing visual character or quality of the site or its surroundings would be less than significant, and no mitigation is required.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No Impact. The Project would result in construction of a replacement Sheriff's Substation that would generate similar exterior lighting levels as the existing joint Fire Station and Sheriff's Substation, located just to the southeast of the proposed site. Although construction of the proposed Substation would generate additional light sources within the Pine Valley area, no new substantial sources of lighting or glare would occur. Exterior lighting for the Project would be of the minimum required for purposes of vehicular circulation and security during operation.

The Project site is located approximately 41 miles southeast of the Palomar Mountain Observatory and approximately 7.5 miles to the southwest of the Mount Laguna Observatory. Two zones are defined with regard to these observatories to ensure that light pollution generated from development within the County does not adversely affect their operation: Zone

A and Zone B. Zone A applies to all lands within a 15-mile radius from either observatory; Zone B applies to all other lands located at a distance beyond the 15-mile radius. Therefore, the Project site is located within Zone B for the Palomar Observatory and Zone A for the Mount Laguna Observatory. To ensure that no significant lighting effects result from development within the County and that dark skies are maintained, the County implements the San Diego Light Pollution Code (Ord. No. 6900; amended by Ordinance No. 7155) which provides design restrictions for exterior lighting within Zones A and B. All exterior Project lighting would therefore be installed and operated consistent with the requirements of the Light Pollution Code for lamp type and shielding requirements. All outdoor lighting would be shielded and directed downward to minimize or avoid the potential for spillover onto adjacent properties. As such, no significant impacts related to this issue were identified, and no mitigation is required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
3.2 AGRICULTURAL RESOURCES Would the Project:				
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance as depicted on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the CA. Resources Agency?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The proposed Project site is presently owned by the County and does not contain any lands identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the proposed Project would not result in the conversion of such lands to non-agricultural use. No significant impacts would occur, and no mitigation is required.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The proposed Project would not affect any properties zoned for agricultural use, nor affected by a Williamson Act Contract. No significant impacts would occur, and no mitigation is required.

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

No Impact. The Project site is currently vacant, with the surrounding area consisting of a mixture of uses, including rural residential and equestrian uses, the Pine Valley Branch Library, the Pine Valley Store, and other commercial uses such as restaurants and motels. To the south is the Pine Valley Elementary School. Although the proposed Project would change the land use from undeveloped land to developed (Sheriff's Substation), the Project would result in a similar land use as the existing Sheriff's Substation located approximately 1,200 feet to the southeast. No lands zoned for agricultural use, nor affected by a Williamson Act Contract, are located onsite or adjacent to the Project site. As such, implementation of the proposed Project would not result in impacts to existing agricultural uses or cause the conversion of agriculture lands to a non–agricultural use. Therefore, no significant impacts would occur, and no mitigation is required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
3.3 AIR QUALITY Would the Project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Violate an air quality standard or contribute to an existing or projected air quality violation?	☐	☐	☒	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under the applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

The Project site is located in the San Diego Air Basin (SDAB or Basin) and is under the jurisdiction of the San Diego Air Pollution Control District (SDAPCD) and the California Air Resources Board (CARB). An Air Quality Study was performed by RBF Consulting in January 2012 to estimate emissions of air pollutants associated with potential short-term construction and long-term operational impacts. A Greenhouse Gas Analysis was also prepared by RBF Consulting in January 2012 to determine the effects of the Project with regard to greenhouse gas (GHG) emissions. The findings of these analyses are included in Appendix A of this Initial Study.

Both the State of California and the Federal government have established health-based Ambient Air Quality Standards (AAQS) for the following six criteria air pollutants: carbon monoxide

(CO); ozone (O_3); nitrogen oxides (NO_X); sulfur oxides (SO_X); particulate matter up to 10 microns in diameter (PM_{10}); and lead (Pb). O_3 (smog) is formed by a photochemical reaction between NO_X and reactive organic compounds (ROCs). Thus, impacts from O_3 are assessed by evaluating impacts from NO_X and ROCs.

The net increase in pollutant emissions determines the impact on regional air quality as a result of a project. The results also allow the local government to determine whether a project would deter the region from achieving the goal of reducing pollutants in accordance with the air quality management plan (AQMP) in order to comply with Federal and State AAQS.

The Basin currently meets the Federal standards for all criteria pollutants except O_3. San Diego County completed three years within the Federal 1-hour O_3 standard on November 15, 2001, becoming eligible for redesignation as an attainment area. Formal redesignation by the EPA as an O_3 attainment area occurred on July 28, 2003, and a maintenance plan was approved. On April 15, 2004, the EPA issued the initial designations for the 8-hour O_3 standard; the Basin is classified as basic nonattainment. The Basin currently falls under a Federal maintenance plan for CO, following a 1998 redesignation as a CO attainment area. Refer to Table 3.3-1, San Diego Air Basin Air Quality Attainment Status, for a detailed listing of the Federal and State attainment status.

Table 3.3-1
San Diego Air Basin Air Quality Attainment Status

Pollutant	State	Federal
Carbon Monoxide (CO)	Attainment	Maintenance
Ozone (O_3)	Nonattainment	Nonattainment[1]
Nitrogen Dioxide (NO_2)	Attainment	Attainment
Sulfur Dioxide (SO_2)	Attainment	Attainment
Particulate Matter <10 microns (PM_{10})	Nonattainment	Attainment
Particulate Matter <2.5 microns ($PM_{2.5}$)	Nonattainment	Attainment

Notes:

1. The Federal 1-hour standard ozone standard was revoked in 2005. The area is in nonattainment for the 8-hour standard.

Source: California Air Resources Board, *Area Designations*, accessed September 2011 (http://www.arb.ca.gov/desig/desig.htm); and, U.S. Environmental Protection Agency, *The Green Book Nonattainment Areas for Criteria Pollutants*, accessed September 2011 (http://www.epa.gov/air/oaqps/greenbk).

The SDAPCD operates several air quality monitoring Substations within the Basin. The monitoring Substations usually measure pollutant concentrations 10 feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. The closest monitoring Substation to the Project site is located in the Community of Alpine. The Alpine Victoria Drive Monitoring Substation measures O_3, $PM_{2.5}$, and NO_X. The Chula Vista Monitoring Substation is the next closest monitoring Substation to the site and monitors CO and SO_X. The El Cajon-Redwood Avenue Monitoring Substation is the third closest monitoring Substation to the site and monitors PM_{10}. The data collected at these Substations is considered to be representative of the air quality experienced onsite. Air quality data from 2008 to 2010 from these monitoring Substations is provided in Table 3.3-2, Local Air Quality Levels.

Table 3.3-2
Local Air Quality Levels

Pollutant	California Standard	Federal Standard	Year	Maximum[1] Concentration	Days (Samples) State/Federal Std. Exceeded
Ozone (O_3) (1-Hour) [2]	0.09 ppm for 1 hour	NA	2008 2009 2010	0.139 ppm 0.119 0.105	13/2 6/0 4/0
Ozone (O_3) (8-Hour)[2]	0.07 ppm for 8 hours	0.075 ppm for 8 hours	2008 2009 2010	0.110 ppm 0.098 0.088	61/31 43/22 20/12
Carbon Monoxide (CO) [3]	9.0 ppm for 8 hours	9 ppm for 8 hours	2008 2009 2010	1.87 ppm 1.43 1.56	0/0 0/0 0/0
Nitrogen Dioxide (NO_2) [2]	0.18 ppm for 1 hour	0.100 ppm for 1 hour	2008 2009 2010	0.047 ppm 0.056 0.052	0/NA 0/NA 0/NA
Particulate Matter (PM_{10}) [4,5,6]	50 µg/m^3 for 24 hours	150 µg/m^3 for 24 hours	2008 2009 2010	41.4 µg/m^3 57.0 42.0	0/0 1/0 0/0
Fine Particulate Matter ($PM_{2.5}$) [2,6]	No Separate State Standard	35 µg/m^3 for 24 hours	2008 2009 2010	37.3 µg/m^3 29.7 23.4	NA/NM NA/NM NA/NM

ppm = parts per million; PM_{10} = particulate matter 10 microns in diameter or less; NM = not measured; µg/m^3 = micrograms per cubic meter; $PM_{2.5}$ = particulate matter 2.5 microns in diameter or less; NA = not applicable.

Notes:

1. Maximum concentration is measured over the same period as the California Standards.
2. Alpine-Victoria Drive Monitoring Substation located at 2300 Victoria Drive, Alpine, California 91901.
3. Chula Vista Monitoring Substation located at 80 East. J Street, Chula Vista, California 91910.
4. El Cajon-Redwood Avenue Monitoring Substation located at 1155 Redwood Avenue, El Cajon, California 92019.
5. PM_{10} exceedances are based on State thresholds established prior to amendments adopted on June 20, 2002.
6. PM_{10} and $PM_{2.5}$ exceedances are derived from the number of samples exceeded, not days.

Source: Aerometric Data Analysis and Measurement System (ADAM), summaries from 2008 to 2010, http://www.arb.ca.gov/adam.

Construction Emission Thresholds

The San Diego APCD does not provide quantitative thresholds for determining the significance of construction or mobile source-related impacts; however, the APCD does specify Air Quality Impact Analysis (AQIA) trigger levels for new or modified stationary sources (APCD Rules 20.2 and 20.3). If these incremental levels for stationary sources are exceeded, an AQIA must be performed for the proposed new or modified source. Although these trigger levels do not generally apply to mobile sources or general land development projects, for comparative purposes these levels may be used to evaluate the increased emissions which would be discharged to the SDAB from proposed land development projects.

For CEQA purposes, these screening level thresholds (SLTs) can be used to demonstrate that a project's total emissions (e.g. stationary and fugitive emissions, as well as emissions from mobile sources) would not result in a significant impact to air quality. The daily SLTs are most

appropriately used for the standard construction and operational emissions. When project emissions have the potential to approach or exceed the SLTs listed below in Table 3.3-3, Pollutant Thresholds per SDAPCD, additional air quality modeling may need to be prepared to demonstrate that ground level concentrations resulting from project emissions (with background levels) will be below Federal and State Ambient Air Quality Standards.

Table 3.3-3
Pollutant Thresholds per SDAPCD

Pollutant	SDAPCD Thresholds (lbs/day) [1]	SDAPCD Thresholds (tons/year) [1]
Carbon Monoxide (CO)	550	100
Oxides of Sulfur (SO_x)	250	40
Volatile Organic Compounds (VOCs)[2]	75	13.7
Oxides of Nitrogen (NO_x)	250	40
Particulate Matter (PM_{10})	100	15
Particulate Matter ($PM_{2.5}$)[2]	55	10

1. County of San Diego Land Use and Environment Group, Department of Planning and Land Use, Draft Guidelines for Determining Significance and Report Format and Content Guidance Requirements Air Quality, 2007.

2. In the absence of adopted thresholds for VOCs and PM2.5 by the SDAPCD, the South Coast Air Quality Management District (SCAQMD) thresholds are utilized.

Source: SDAPCD Rule 1501, 20.2(d)(2), 1995.

Additionally, the guidelines for the determination of significance for the construction-related cumulatively considerable net increase of criteria pollutants are as follows:

- Would the project have a significant direct impact on air quality with regard to emissions of PM_{10}, $PM_{2.5}$, NO_X, and/or VOCs?
- If the direct impacts from the proposed project are less than significant, would the project, in combination with the emissions of concern from other proposed projects or reasonably foreseeable future projects within proximity relevant to the pollutants of concern, be in excess of the SDAPCD screening thresholds?

Additionally, the guidelines for the determination of significance for the operation-related cumulatively considerable net increase of criteria pollutants are as follows:

- A project that does not conform to the RAQS and/or has a significant direct impact on air quality with regard to operational emissions of PM_{10}, $PM_{2.5}$, NO_X, and/or VOCs, would also have a significant cumulatively considerable net increase.
- Projects that cause road intersections to operate at or below LOS E (analysis only required when the addition of peak-hour trips from the proposed project and the surrounding projects exceeds 2,000) and create a CO "hotspot" would result in a cumulatively considerable net increase of CO.

GHG Significance Thresholds

At this time, there is not an absolute consensus in the State of California among CEQA lead agencies regarding the analysis of global climate change and the selection of significance

criteria. In fact, numerous organizations, both public and private, have released advisories and guidance with recommendations designed to assist decision-makers in the evaluation of GHG emissions given the current uncertainty regarding when emissions reach the point of significance.

Appendix G of the *CEQA Guidelines* also has been revised to provide some guidance regarding the criteria that may be used to assess whether a project's impacts on global climate change are significant. The Appendix G environmental checklist form asks whether a project would: (i) generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or (ii) conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

The County of San Diego recognizes that absent clear direction from the State of California and thresholds in CEQA, there still is a need to address the global climate change issue in CEQA documents. As such, the County of San Diego has established an outline for an interim approach to addressing climate change for privately initiated discretionary projects. Although the Project is a publicly initiated project by the County of San Diego, absent from any established guidelines with the current County of San Diego General Plan, the proposed Project would utilize the same thresholds for privately initiated projects.

The County of San Diego has developed screening thresholds consistent with guidance given by the California Air Pollution Controls Officer Association (CAPCOA) for certain land use types as presented in Table 5 of the "*Draft Interim Guidelines for Determining Significance and Report Format and Content Requirements, Climate Change*" (Guidelines);[2] however, if a project is not listed within the County's screening threshold list, the need for a climate change analysis is determined on a case-by-case basis. The proposed Project is a government use and is not a use included within Table 5 of the Guidelines. As such, the GHG emissions for the Project are modeled and compared to the CAPCOA 900 $MTCO_2eq$/year screening threshold.[3]

Based on the above factors (and particularly the adopted addition of *CEQA Guidelines S*ection 15064.4, subdivisions (b)(2) and (b)(3)), the County of San Diego Department of Planning and Land Use recommends relying on AB 32 implementation guidance as a benchmark for purposes of this GHG Assessment, and uses the statute to inform the County's judgment as to whether the Project's GHG emissions would result in a significant impact (refer to *CEQA Guidelines* Section 15064, subdivision (f)(1)). Accordingly, the following significance criterion is used to assess impacts:

- Will the project's GHG emissions exceed the CAPCOA screening threshold of 900 $MTCO_2eq$/year or impede compliance with the GHG emissions reductions mandated in AB 32?

The GHG emissions levels were calculated to determine the proposed Project emissions and whether or not Project emissions would exceed the CAPCOA screening threshold of 900 $MTCO_2eq$/year. If the Project's emissions exceed the CAPCOA screening thresholds, the GHG

[2] County of San Diego, *Draft Interim Guidelines for Determining Significance and Report Format and Content Requirements, Climate Change*, Circulated for public review October 23, 2008 to November 21, 2008.
[3] California Air Pollution Control Officers Association, *CEQA and Climate Change*, January 2008.

emission levels will be analyzed to determine whether Project approval would impede compliance with the GHG emissions reduction mandate established by AB 32, which requires that California's GHG emissions limit be reduced to 1990 levels by 2020. As noted in the Scoping Plan,[4] a significant reduction of GHG below the Business as Usual (BAU) scenario is required to meet the goals of AB 32.[5] The County of San Diego recommends that reduction to be 33 percent below BAU. Therefore, should the Project reduce its GHG emissions by 33 percent or greater, impacts would be less than significant.

The environmental analysis in the GHG Assessment prepared by RBF Consulting (October 2011) was patterned after the Initial Study Checklist recommended by the *CEQA Guidelines*, as amended, and used by the County of San Diego in its environmental review process. The issues presented in the Initial Study Checklist have been utilized as a framework to analyze the Project's significance based upon the threshold presented above. Accordingly, a project may create a significant environmental impact if it causes one or more of the following to occur:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and/or,
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. Although the Project would add air pollutants to the Basin, of primary concern is that Project-related impacts or emissions have been properly anticipated in the regional air quality planning process and reduced whenever feasible. Therefore, it is necessary to assess the Project's consistency with the Regional Air Quality Strategy (RAQS). Project consistency with the RAQS is determined in terms of whether a project exceeds the criteria pollutant threshold levels established by the SDAPCD and whether a project would result in growth that has been anticipated by the applicable General Plan.

Construction activities related to the proposed Project would generate minor pollutant emissions, including but not limited to, the use of equipment for the construction of the Sheriff's Substation and associated improvements. Construction activities would be temporary and would cease upon completion. In addition, operational activities associated with the proposed Project would not produce substantial quantities of emissions, due to the nature of the proposed use. Construction or operation of the Sheriff's Substation would not conflict with the goals and policies of the Air Quality Management Plan (AQMP) for the SDAB, as prepared by the SCAPCD. As a replacement Substation, the proposed Sheriff's Substation would have similar operating characteristics to that of the existing Substation (e.g. operation of motor vehicles, mechanical equipment, etc.).

[4] California Air Resources Board, Climate Change Scoping Plan: A Framework for Change, adopted December 2008.

[5] "Business as Usual" refers to emissions that would be expected to occur in the absence of GHG reductions. See http://www.arb.ca.gov/cc/inventory/data/forecast.htm. Note that there is significant controversy as to what BAU means. In determining the GHG 2020 limit, CARB used the above as the "definition." It is broad enough to allow for design features to be counted as reductions.

As indicated in Tables 3.3-4 and 3.3-5 below, implementation of the proposed Project would not exceed SDAPCD thresholds. In addition, the Project is consistent with the uses allowed by the *County of San Diego General Plan Update* land use designation 36 – Open Space, and Zoning designation S80 – Open Space, for the proposed site and is therefore consistent with the RAQS; refer to Section 3.9, Land Use and Planning, for additional explanation. As a result, impacts associated with the proposed Project would be less than significant in regards to plan consistency.

The County does not currently have an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Therefore, the Project would not conflict with an adopted plan, policy, or regulation pertaining to GHGs. The Project would comply with the mandatory measures of the 2010 *California Green Building Code* and would include design features to reduce energy and water consumption, and reduce vehicle trips. Thus, impacts would be less than significant, and no mitigation measures are required.

Table 3.3-4
Construction Air Emissions

Emissions Source	Pollutant (pounds/day)[1]					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
2012						
Unmitigated Emissions	5.44	43.99	24.92	0.00	81.16	18.48
Mitigated Emissions[2,3]	5.44	43.99	24.92	0.00	45.43	11.02
SDAPCD Thresholds[4]	75	250	550	250	100	55
Is Threshold Exceeded After Mitigation?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:

1. Emissions were calculated using the URBEMIS 2007 version 9.2.4 Computer Model, as recommended by the SDAPCD.
2. The reduction/credits for construction emission mitigations are based on mitigation included in the URBEMIS 2007 version 9.2.4 computer model. The mitigation includes the following: replace ground cover in disturbed areas quickly and water exposed surfaces twice daily.
3. Refer to Attachment A, Emissions Modeling Data, for assumptions used in this analysis, including quantified emissions reduction by mitigation measures.
4. EPA "Proposed Rule to Implement the Fine Particle National Ambient Air Quality Standards" published September 8, 2005. Also used by the SCAQMD.

Table 3.3-5
Long-Term Operational Emissions

Project	Pollutant (pounds/day)[1]					
	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Mobile Source	1.67	2.43	21.92	0.02	4.05	0.79
Area Source Emissions[2]	0.15	0.05	1.58	0.00	0.01	0.01
Total Emissions	**1.82**	**2.48**	**23.50**	**0.02**	**4.06**	**0.80**
SDAPCD Thresholds	*75*	*250*	*550*	*250*	*100*	*55*
Thresholds Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:

1. Based on URBEMIS 2007 modeling results, worst-case seasonal emissions for area and mobile emissions have been modeled.
2. Area Source emissions exclude the use of fireplaces and wood burning stoves.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact.

Short-Term (Construction) Emissions

Construction of the Project would generate short-term air quality impacts during grading and construction operations. The short-term air quality analysis considered the following temporary impacts from the Project:

- Clearing, grading, excavating, and using heavy equipment or trucks creating large quantities of fugitive dust, and thus PM_{10};
- Heavy equipment required for grading and construction generates and emits diesel exhaust emissions; and,
- The vehicles of commuting construction workers and trucks hauling equipment would generate and emit exhaust emissions.

Construction equipment would include tractors, graders, dozers, water trucks, pavers, rollers, cement mixers, and loaders. Exhaust emission factors for typical diesel-powered heavy equipment are based on the URBEMIS 2007 program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or offsite. A listing of mobile and stationary construction equipment is included in the air quality modeling; refer to Attachment A of Appendix A.

Fugitive Dust Emissions

Fugitive dust (PM_{10} and $PM_{2.5}$) from grading and construction is expected to be short-term and would cease following completion of the proposed Project improvements. The majority of this material is composed of inert silicates, which are less harmful to health than the complex organic particulates released from combustion sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO_X and SO_X

combining with ammonia. The greatest amount of fugitive dust generated is expected to occur during site excavation and grading. Dust generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular concern is the amount of PM_{10} generated as a part of fugitive dust emissions.

The URBEMIS 2007 computer model calculates PM_{10} and $PM_{2.5}$ fugitive dust as part of the site grading emissions; refer to Table 3.3-4, Construction Air Emissions, below. Maximum particulate matter emissions would occur during the initial month of construction, when grading activities would occur. As indicated in Table 3.3-5, Long-Term Operational Emissions, above, all criteria pollutant levels are below the SDAPCD thresholds. Therefore, air quality impacts from fugitive emissions would be less than significant.

Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the Project site, emissions produced onsite as the equipment is used, and emissions from trucks transporting materials to/from the site. As presented in Table 3.3-4, construction equipment and worker vehicle exhaust emissions would be below the established SDAPCD thresholds. Therefore, air quality impacts from equipment and vehicle exhaust emission would be less than significant.

VOC or ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O_3 precursors. In accordance with the methodology prescribed by the SDAPCD, the ROG emissions associated with paving have been quantified with the URBEMIS 2007 model. In addition, based upon the size of the buildings, architectural coatings were also quantified within the URBEMIS 2007 model.

The greatest ROG emissions would be generated during the application of architectural coatings on the building. Based on the modeling, the Project would not result in an exceedance of ROG emissions, and would therefore be considered less than significant.

Asbestos

Pursuant to guidance issued by the Governor's Office of Planning and Research, State Clearinghouse, lead agencies are encouraged to analyze potential impacts related to naturally occurring asbestos (NOA). Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite also are found in California. Asbestos is classified as a known human carcinogen by State, Federal, and international agencies and was identified as a toxic air contaminant by the CARB in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes

can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed.

Serpentinite and/or ultramafic rock are known to be present in 44 of California's 58 counties. These rocks are particularly abundant in the counties of the Sierra Nevada foothills, the Klamath Mountains, and Coast Ranges. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report* (dated August 2000), the Project is not located in an area where NOA is likely to be present. Therefore, impacts would be considered less than significant.

Although the Project would result in less than significant impacts as related to construction emissions, the following design measure would be implemented to further reduce the overall construction emissions associated with the Project.

DM AQ-1 During clearing, grading, earth moving, or excavation operations, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the following procedures:

- Water the grading areas a minimum of twice daily to minimize fugitive dust;
- Stabilize graded areas as quickly as possible to minimize fugitive dust;
- Remove any visible track-out into traveled public streets within 30 minutes of occurrence;
- Wet wash the construction access point at the end of each workday if any vehicle travel on unpaved surfaces has occurred;
- Provide sufficient perimeter erosion control to prevent washout of silty material onto public roads;
- Suspend all soil disturbance and travel on unpaved surfaces if winds exceed 25 mph;
- Enforce a 15 mile-per-hour speed limit on unpaved surfaces;
- On dry days, dirt and debris spilled onto paved surfaces shall be swept up immediately to reduce re-suspension of particulate matter caused by vehicle movement. Approach routes to construction sites shall be cleaned daily of construction-related dirt in dry weather;
- Disturbed areas shall be hydroseeded, landscaped, or developed as quickly as possible to reduce dust generation; and,
- Limit the daily grading volumes/area.

Operational Impacts

Operational air quality impacts would consist of mobile source emissions generated from Project-related traffic and from stationary source emissions. For purposes of the air quality emissions analysis, operation-related air quality impacts were analyzed for the Project buildout conditions.

Stationary Source Emissions

The emergency back-up generator to be installed with the Project would be the only equipment resulting in stationary source emissions related to the proposed development. It is anticipated that the emergency back-up generator would only be in operation during routine maintenance activities (approximately 30 minutes twice per month), the annual load back test (approximately one hour duration), and during an emergency.

In order to ensure that emissions associated with the emergency generator do not exceed thresholds established by the SDAPCD (and consistent with SDACPCD requirements) a permit for the operations and maintenance of the emergency generator would be obtained for the Project. Typical requirements included in the permit for the operations and maintenance of emergency generators may include duration limitations for a calendar year, preventative maintenance measures (including weekly inspections and runs), and through record keeping and reporting.

Mobile Source Emissions

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROGs, NO_X, SO_2, and PM_{10} are all pollutants of regional concern; however, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions have been estimated using the URBEMIS 2007 computer model. This model predicts ROGs, CO, NO_X, SO_2, PM_{10}, and $PM_{2.5}$ emissions from motor vehicle traffic associated with new or modified land uses; refer to Attachment A of Appendix A for model input values used for the Project with the model output. Project trip generation rates were based on the Project land use type of government; however, it should be noted that the Project is not adding any additional traffic trips as a result of Project implementation. The existing Sheriff's Substation, to be replaced by the Project, is located approximately 1,200 feet to the southeast of the proposed location. As such, the trips associated with the existing Substation are considered as part of the baseline traffic; refer also to Section 3.15, Transportation/Traffic.

Although the Project would not result in an increase in traffic trips, to be conservative, operational emissions were modeled for the Project. Table 3.3-5, Long-Term Operational Emissions, presents anticipated mobile emissions. As shown in Table 3.3-5, emissions generated by vehicle traffic associated with the Project would not exceed the established SDAPCD thresholds, and would result in a less than significant impact.

Area Source Emissions

The Project would generate electrical demand and heating demands resulting in combustion of natural gas. As shown in Table 3.3-5, area source emissions generated directly by the Project

would not exceed SDAPCD thresholds. As no operational emission impacts associated with the Project's conformance to the Federal and State Ambient Air Quality Standards were identified, impacts would be less than significant, and no mitigation or design considerations are required with regard to this issue.

Global Climate Change

Regulatory Framework

Federal Regulations

The U.S. Environmental Protection Agency (EPA) is the Federal agency responsible for implementing the Federal Clean Air Act (FCAA). The United States Supreme Court ruled on April 2, 2007, that CO_2 is an air pollutant as defined under the FCAA, and that EPA has the authority to regulate emissions of GHGs. In response to the mounting issue of climate change, EPA has taken actions to regulate, monitor, and potentially reduce GHG emissions.

State of California

California Air Resources Board

The California Air Resources Board is the agency responsible for coordination and oversight of State and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA), which was adopted in 1988.

Various statewide and local initiatives to reduce the state's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way, and there is a real potential for severe adverse environmental, social, and economic effects in the long term. Because every nation emits GHGs and, therefore, makes an incremental cumulative contribution to global climate change, cooperation on a global scale will be required to reduce the rate of GHG emissions to a level that can help to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

Assembly Bill 1493

In 2002, former-Governor Gray Davis signed Assembly Bill (AB) 1493. AB 1493 required CARB to develop and adopt by January 1, 2005, regulations that achieve "the maximum feasible reduction of greenhouse gases emitted by passenger vehicles and light-duty trucks and other vehicles determined by CARB to be vehicles whose primary use is noncommercial personal transportation in the State."

To meet the requirements of AB 1493, in 2004 CARB approved amendments to the California Code of Regulations (CCR) adding GHG emissions standards to California's existing standards for motor vehicle emissions. Amendments to 13 CCR 1900 and 1961, and adoption of 13 CCR 1961.1 required automobile manufacturers to meet fleet-average GHG emissions limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty passenger vehicle weight classes (i.e., any medium-duty vehicle with a gross vehicle weight rating less than 10,000 pounds that is designed primarily for the transportation of persons), beginning with the 2009 model year. Implementation of AB 1493 lapsed because of delays in receiving proper approvals from EPA to implement this law under the FCAA. California received the necessary approvals June 30, 2009; however, the State has agreed to allow the federal government to

implement similar legislation (see *National Program to Cut Greenhouse Gas Emissions and Improve Fuel Economy for Cars and Trucks*, above).

Executive Order S-3-05

Executive Order S-3-05, which was signed by former-Governor Schwarzenegger in 2005, proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra Nevada snowpack, exacerbate California's air quality problems, and potentially cause a rise in sea level. To combat those concerns, the executive order established total GHG emission targets. Specifically, emissions are to be reduced to the 2000 level by 2010, the 1990 level by 2020, and to 80 percent below the 1990 level by 2050.

Assembly Bill 32: California Global Warming Solutions Act of 2006

In September 2006, former-Governor Arnold Schwarzenegger signed AB 32, the California Global Warming Solutions Act of 2006. AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. This reduction will be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources.

Climate Change Scoping Plan

On December 11, 2008 CARB adopted its Climate Change Scoping Plan (Scoping Plan), which functions as a roadmap of CARB's plans to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations.[6] The Scoping Plan contains the main strategies California will implement to reduce CO_2e emissions by 169 MMT, or approximately 30 percent, from the State's projected 2020 emissions level of 596 MMT of CO_2e under a Business as Usual (BAU) scenario. (This is a reduction of 42 MMT CO_2e, or almost 10 percent, from 2002–2004 average emissions, but requires the reductions in the face of population and economic growth through 2020.) The Scoping Plan also breaks down the amount of GHG emissions reductions CARB recommends for each emissions sector of the State's GHG inventory. The Scoping Plan calls for the largest reductions in GHG emissions to be achieved by implementing the following measures and standards:

- improved emissions standards for light-duty vehicles (estimated reductions of 31.7 MMT CO_2e);
- the Low-Carbon Fuel Standard (15.0 MMT CO_2e);
- energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems (26.3 MMT CO_2e); and,
- a renewable portfolio standard for electricity production (21.3 MMT CO_2e).

[6] California Air Resources Board (ARB). 2008. Climate Change Scoping Plan. http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf

CARB has not yet determined what amount of GHG emissions reductions it recommends from local government land use decisions; however, the Scoping Plan does state that successful implementation of the plan relies on local governments' land use planning and urban growth decisions because local governments have primary authority to plan, zone, approve, and permit land development to accommodate population growth and the changing needs of their jurisdictions. CARB further acknowledges that decisions on how land is used will have large effects on the GHG emissions that will result from the transportation, housing, industry, forestry, water, agriculture, electricity, and natural gas emission sectors. The Scoping Plan states that the ultimate assignment to local government operations is to be determined.[7]

Senate Bills 1078 and 107 and Executive Order S-14-08

SB 1078 (Chapter 516, Statutes of 2002) requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010. In November 2008, former-Governor Arnold Schwarzenegger signed Executive Order S-14-08, which expands the State's Renewable Energy Standard to 33 percent renewable power by 2020.

Senate Bill 97

As directed by SB 97, the Natural Resources Agency adopted amendments to the State CEQA Guidelines for GHG emissions on December 30, 2009. On February 16, 2010, the Office of Administrative Law approved the amendments, and filed them with the Secretary of State for inclusion in the CCR. The amendments became effective on March 18, 2010.

Senate Bill 375

SB 375, signed in September 2008, aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS), which will prescribe land use allocation in that MPO's Regional Transportation Plan (RTP). CARB, in consultation with MPOs, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every eight years, but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG emission reduction targets, transportation projects would not be eligible for funding programmed after January 1, 2012.

Project-Related Greenhouse Gas (GHG) Emissions

Direct Project-Related Sources

Direct Project-related GHG emissions include emissions from construction activities, area sources, and mobile sources. Table 3.3-6, Estimated Greenhouse Gas Emissions, estimates the carbon dioxide (CO_2), nitrous oxide (N_2O), and methane (CH_4) emissions associated with the

[7] California Air Resources Board (ARB). 2008. Climate Change Scoping Plan. http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf

Project. The Project is not anticipated to generate other forms of GHG emissions in quantities that would facilitate a meaningful analysis. Therefore, the analysis focuses on these three forms of GHG emissions.

The URBEMIS 2007 version 9.2.4 computer model was used to calculate CO_2 emissions for direct sources. The URBEMIS 2007 model relies upon trip data provided by the County of San Diego and project-specific land use data to calculate emissions. Estimations are based on energy emissions from natural gas usage, as well as automobile emissions. As depicted in Table 3.3-6, GHGs associated with area sources, mobile sources, and stationary sources would be 5.91 $MTCO_2eq$/year, 469.38 $MTCO_2eq$/year, and 6.30 $MTCO_2eq$/year, respectively. GHG emissions from construction are typically amortized (dividing the construction emissions over the lifetime of a project (30 years) and later added to the total operational emissions[8]. Total Project-related direct operational emissions would result in 504.22 $MTCO_2eq$/year (without amortized construction emissions).

As shown in Table 3.3-6, construction-related GHG emissions would not exceed the CAPCOA interim thresholds. In addition the construction emissions would be temporary, occurring only during construction activities, and would cease upon construction completion. Therefore, construction-related GHG emissions would be less than significant, and no mitigation is required.

Table 3.3-6
Estimated Greenhouse Gas Emissions

Source	CO_2	N_2O		CH_4		
	Metric Tons/yr	Metric Tons/yr	Metric Tons of CO_2EQ[6]	Metric Tons/yr	Metric Tons of CO_2EQ[6]	Total Metric Tons of CO_2EQ[7]
CONSTRUCTION EMISSIONS[1]						
2012 Total Construction Emissions	76.50	0.00	0.07	0.02	4.98	81.18
Amortized Construction Emissions	**2.55**	**0.00**	**0.00**	**0.00**	**0.17**	**2.72**
OPERATIONAL EMISSIONS						
Direct Emissions						
Area Source[2]	5.88	0.00	0.03	0.00	0.00	5.91
Mobile Source[3]	460.23	0.02	8.59	0.03	0.56	469.38
Emergency Generator (including testing)[4]	6.18	0.00	0.00	0.00	0.12	6.30
Total Direct Emissions[6]	**472.29**	**0.02**	**8.62**	**0.03**	**0.68**	**481.59**
Indirect Emissions						
Electricity Consumption[5]	20.41	0.00	0.05	0.00	0.02	20.48
Water Supply[6]	0.82	0.00	0.00	0.00	0.00	0.82
Solid Waste[9]	1.33	-	-	-	-	1.33
Total Indirect Emissions[8]	**22.56**	**0.00**	**0.05**	**0.00**	**0.02**	**22.63**
Total Project-Related Emissions	***506.94 $MTCO_2eq$/year[7]***					

[8] http://www.aqmd.gov/hb/2008/December/081231a.htm

Notes for Table 3.3-6:
1. Emissions calculated using CARB's Construction Equipment Emissions Table and the URBEMIS 2007 computer model.
2. Emissions calculated using URBEMIS 2007 computer model and the South Coast Air Quality Management District's *CEQA Handbook.*
3. Emissions calculated using URBEMIS 2007 computer model and EMFAC2007, *Highest (Most Conservative) Emission Factors for On-Road Passenger Vehicles and Delivery Trucks.*
4. Emissions calculated using CARB's Construction Equipment Emissions Table and the URBEMIS 2007 computer model
5. Electricity consumption emissions calculated using demand and emissions factors from the U.S. Energy Information Administration, *Domestic Electricity Emissions Factors 1999-2002,* October 2007, and the California Energy Commission, *Reference Appendices for the 2008 Building Energy Efficiency Standards for Residential and Nonresidential Buildings,* revised June 2009.
6. Emissions are based on energy usage factors for water conveyance from the California Energy Commission, *Water Energy Use in California,* accessed December 2010. http://www.energy.ca.gov/research/iaw/industry/water.html.
7. CO_2 Equivalent values calculated using the U.S. Environmental Protection Agency Website, *Greenhouse Gas Equivalencies Calculator,* http://www.epa.gov/cleanenergy/energy-resourcse/calculator.html, accessed January 2011.
8. Totals may be slightly off due to rounding.
9. Solid waste emissions are based on factors provided in the EPA WARM FORM (http://www.epa.gov/cleanenergy/energy-resources/calculator.html, accessed January 2011)

Refer to Appendix A, Emissions Modeling Data, for detailed model input/output data.

Indirect Project-Related Sources of Greenhouse Gases

Electricity Consumption

Energy consumption emissions were calculated using factors from the U.S. Energy Information Administration, and Project-specific land use data provided by the County of San Diego; refer to Attachment A of Appendix A, Emissions Modeling Data. As a result, the Project would indirectly result in 15.93 $MTCO_2eq$/year due to electricity usage; refer to Table 3.3-6.

Water Supply

Water demand for the proposed uses would be approximately 0.82 million gallons per year, based on typical end usage rates for a government use; refer to Attachment A of Appendix A. The Project's water supply would be provided by Pine Valley Mutual Water Company, which receives 100 percent of its water supplies from local groundwater. Additionally, Pine Valley Mutual Water Company utilizes 10 production wells and four storage tanks with combined water storage capacity of 1,757,000 gallons. Emissions from indirect energy impacts due to water supply would result in 0.82 $MTCO_2eq$/year.

Solid Waste

Solid waste generation rates estimate the amount of waste created by residences or businesses over a certain amount of time (day, year, etc.). Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill. Typical solid waste would include paper, plastics, electronics, glass, and organics, such as landscaping trimmings. Waste generation rates for residential and commercial activities can be used to estimate the impact of new developments on the local waste stream. In the absence of a specific waste generation rate for a Sheriff's Substation, and as waste generation rates vary between land uses, California's Department of Resources Recycling and Recovery (CalRecycle) generation rate estimate of 0.59 pounds per square feet per day (lb/sq ft/day) for a government use was utilized for the proposed Project. It was determined that the Sheriff's Substation would result in 16.64 tons of solid waste each year; refer to Attachment A of Appendix A. As indicated in Table 3.3-6, emissions from solid waste resulting from the Project would be approximately 1.33 $MTCO_2eq$/year.

The County of San Diego utilizes the CAPCOA screening threshold for determining when a climate change analysis is required. As shown in Table 3.3-6, Project-related emissions including amortized construction emissions would be 506.94 $MTCO_2eq$/year. As such, the proposed Project would result in emissions below the screening threshold (900 $MTCO_2eq$/year)[9] and would therefore not require any further analysis related to GHG emissions. Impacts would be less than significant, and no mitigation measures or design considerations are required.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less Than Significant Impact. Refer also to Responses 3.3(a) and 3.3(b) above. As previously discussed, the Project would not result in a significant direct impact on air quality in regards to criteria pollutant emissions.

Cumulative Construction Emissions

With respect to the proposed Project's construction-period air quality emissions and cumulative Basin-wide conditions, the SDAPCD has developed strategies to reduce criteria pollutant emissions outlined in the *2009 Regional Air Quality Strategy Revision* pursuant to Federal Clean Air Act mandates. As such, the Project would comply with SDAPCD requirements, and implement all feasible mitigation measures. Fugitive dust would be controlled with the best available control measures in order to reduce dust so that it does not remain visible in the atmosphere beyond the property line of the Project. In addition, the Project would comply with adopted *2009 Regional Air Quality Strategy Revision* emissions control measures. Per SDAPCD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements also would be imposed on construction projects throughout the Basin, which would include related projects.

Project compliance with SDAPCD rules and regulations, as well as implementation of Design Measure AQ-1, would ensure that construction-related impacts are less than significant. Thus, it can be reasonably inferred that the Project-related construction emissions, in combination with those from other projects in the area, would not substantially deteriorate the local air quality. Therefore, a less than significant impact would occur.

Although the Project would result in less than significant impacts as related to construction emissions, measures identified in Design Measure AQ-1 would be implemented to reduce the overall construction emissions associated with the Project to further reduce total emissions in the Basin.

Cumulative Operational Emissions

RAQS Conformity

As discussed above, the Project would conform to the RAQS and would not result in significant direct impacts on air quality with regard to operational emissions. As such, the Project would not result in a cumulative impact on air quality with regard to operation.

[9] California Air Pollution Control Officers Association, *CEQA and Climate Change*, January 2008.

Cumulative CO "Hotspot"

As discussed below under *Carbon Monoxide Hot Spots*, the Project would not cause road intersections to operate at or below LOS E or create a CO "hotspot." Therefore, per the County of San Diego guidance on cumulative hot-spot impacts, the Project would result in a less than significant impact, and no mitigation or design considerations are required.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. Refer also to Responses 3.3(a) and 3.3(b) above. The proposed Project site is located within the rural community of Pine Valley in southeastern San Diego County. Surrounding land uses generally consist of the Pine Valley Branch-County Library and Pine Valley Store, the Pine Valley County Park, Pine Valley Sanitation District treatment ponds and, single-family rural residences, along with several commercial uses, such as restaurants and a motel, located along Old Highway 80.

Sensitive populations are more susceptible to the effects of air pollution than is the general population. Sensitive populations (sensitive receptors) that are in proximity to localized sources of toxics and CO are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Table 3.3-7, Sensitive Receptors, lists the distances and locations of sensitive receptors within one mile of the proposed Project.

Table 3.3-7
Sensitive Receptors

Type	Name	Distance from Project Site (feet)	Direction from Project Site
Residential	Residential Uses	200	West
		450	North
		1670	East
		270	South
Schools	Pine Valley Academy	1,650	South
	Pine Valley Elementary School	2,650	South
Churches	Pine Valley Community Church	2,400	Southeast
	Inner Mountain Lutheran Church	2,700	Southwest
Parks	Pine Valley County Park	1,000	South

Source: Google Earth 2011.

Carbon Monoxide Hot-Spots

The Project is located in a rural area, with minimal traffic. Although the Project will be located adjacent to the Old Highway 80/Corte Madera Road, this intersection is not signalized and currently operates at an acceptable level of service. In addition, the Project would replace the existing Sheriff's Substation and would not result in an increase in vehicular traffic. As such, based on the County of San Diego's CO hot-spot analysis criteria, the Project is not required to complete a CO hot-spot analysis. It should be noted that no additional vehicles would be associated with operational uses of the Project. In addition, operational vehicular trips

associated with the existing Sheriff's Substation are included in the baseline traffic conditions of the area as the existing Sheriff's Substation located approximately 1,200 feet southeast of the Project site. Therefore, no impacts were identified.

Toxic Air Contaminants (TACs)

Toxic air contaminants are controlled under a different regulatory process than criteria pollutants. Because no safe level of emissions can be established for toxic air pollutants region-wide, the regulation of toxic air pollutants is based on the levels of cancer risk and other health risks posed to persons who may be exposed. Joint Federal, State, and local efforts to develop further regulation of air toxics will be ongoing for the foreseeable future.

Under Federal law, 188 substances are listed as Hazardous Air Pollutants (HAPs). Major sources of specific HAPs are subject to the requirements of the National Emissions Standards for Hazardous Air Pollutants (NESHAPS) program. The EPA is establishing regulatory schemes for specific source categories, and requires implementation of Maximum Achievable Control Technologies (MACTs) for major sources of HAPs in each source category.

Typically, land development projects generate diesel emissions from construction vehicles during the construction phase, as well as some diesel emissions from small trucks during the operational phase. Diesel exhaust is mainly composed of particulate matter and gases, which contain potential cancer-causing substances. Emissions from diesel engines currently include over 40 substances that are listed by EPA as HAPs and by the CARB as TACs. On August 27, 1998, the CARB identified particulate matter in diesel exhaust as a toxic air contaminant, based on data linking diesel particulate emissions to increased risks of lung cancer and respiratory disease.

The Project site is approximately one acre in size. Construction activities are anticipated to commence in June 2012 and be completed in or before summer 2013. The Air Quality Analysis assumed that the Project would disturb a maximum of one acre per day.

Construction vehicle pollutant emission generators primarily include haul truck activities, graders, pavers, contractor vehicles, and diesel-electric lifts. Construction emissions utilized within the SCREEN3 model were derived from URBEMIS2007 construction outputs for the Project; refer to Table 3.3-8, SCREEN3 Predicted Emission Concentrations. Note that, for cancer-risk potential, PM_{10} from diesel exhaust (not the inert silicates from dust) is the single most contributing factor.

According to the URBEMIS2007 modeling performed, the greatest PM_{10} emissions would total 45.43 pounds per day of PM_{10}, which includes 2.15 pounds per day of diesel exhaust; refer to Attachment A of Appendix A, Air Quality Study, for modeling output information. Typically, the greatest amount of diesel engine particulate matter is generated during grading and earthwork activities. Based upon the onsite emission levels, the aggregate emission rate was input into the SCREEN3 model. This methodology essentially applies all of the diesel emissions over this working area and provides a worst-case assessment of the impacts to sensitive receptors.

The expected diesel construction emission concentrations from the SCREEN3 model are depicted below in Table 3.3-8, SCREEN3 Predicted Emission Concentrations. Based on the

model results, the particulate matter concentrations are below the inhalation Chronic Risk Factor of 1.0 and the Cancer Risk Threshold of ten in one million. Therefore, impacts for cancer risks from toxic air emissions generated during construction activities would be less than significant. No mitigation or design measures are required.

Table 3.3-8
SCREEN 3 Predicted Emission Concentrations

Construction Year	Pollutant Concentration (pounds per day)	Calculated Cancer Risk (in a million)	Inhalation Chronic Risk Factor	Significant?
2012	2.15	0.261	0.012	***No***

Notes:

1. SCREEN3 inputs were calculated by converting the diesel engine particulate matter emissions in lbs/day for 2012 construction activities to grams per sec per m^2. The following conversion factors were utilized: 1 day = 86,400 sec; 1 lb = 453.592 grams; 1 acre = 4,046.873 m^2

2. Pollutant concentrations based upon SCREEN3 modeling results.

3. The calculated cancer risk was based upon the following equation: $Risk = \frac{F_{wind} \times EMFAC \times URF_{70\ year\ exposure}}{Dilution}$

Risk = is the excess cancer risk (probability in one-million); F_{wind} = the frequency of the wind blowing from the exhaust source to the receptor (the default value is 1.0); EMFAC = the exhaust particulate emission factor (the level from the screening model); $URF_{70\ year\ exposure}$ = the CARB unit risk probability factor (300 x 10^{-6}, or 300 in a million cancer risk per $\mu g/m^3$ of diesel combustion generated PM_{10} inhaled in a 70-year lifetime based upon the California Air Resources Board (CARB) *1999 Staff Report from the Scientific Review Panel [SRP] on Diesel Toxics*); and, *Dilution* = the atmospheric dilution ratio during source-to-receptor transport (the default value of 1.0 assumes no dilution).

4. The inhalation chronic risk was based upon the following equation:

Inhalation cancer risk = ((Cair*DBR*A*EF*ED*1x10^{-6})/AT)*Inhalation Cancer Potency Factor

Cair = concentration in the air of DPM; DBR = daily breathing rate (303 L/kg-day); A = inhalation absorption factor (1); EF = exposure frequency (250 days/year); AT = average time period of exposure (25,550 days); Inhalation Cancer Potency Factor = 1.1 $(mg/kg\text{-}d)^{-1}$

Source: Refer to Attachment A of Appendix A, *Air Quality Analysis Data*.

e) Create objectionable odors affecting a substantial number of people?

Less than Significant Impact. As the Project would result in the construction of a Sheriff's Substation, the Project does not include any uses that are typically associated with odors or place sensitive receptors adjacent to or near an odor-producing land use.

Construction-related odors would be short-term in nature and generally confined to the Project area and would cease upon completion of construction activities. Any impacts to existing adjacent land uses would be short-term, as previously noted, and are considered less than significant given the Project size of approximately one acre and duration of construction activities lasting approximately six months. Due to the limited scope of the Project and type of activity expected during construction, there would be a minimal amount of diesel emissions that could create objectionable odors affecting a substantial number of people. Similarly, although operation of service vehicles for patrolling purposes may temporarily generate some odors, such odors would be limited and would not affect a substantial number of people. Therefore, impacts are considered to be less than significant, and no mitigation measures or design considerations are required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
3.4 BIOLOGICAL RESOURCES Would the Project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the USFWS?	☐	☒	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy/ordinance?	☐	☐	☒	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the USFWS?

Potentially Significant Impact Unless Mitigation Incorporated. A Biological Resources Impact Analysis was prepared by RBF Consulting in January 2012; refer to Appendix B of this Initial Study. A brief summary of the findings of the report is provided below.

Approximately 65 special status plant and wildlife species were reviewed for the potential to occur onsite, based on the California Natural Diversity Database (CNDDB). Attachment A of Appendix B describes these species' legal status, preferred habitat, and potential for occurrence onsite.

Special Status Plant Species

The Project site provides potentially suitable habitat for 18 special status plant species listed below; however, none of these species have been observed onsite during four previous

biological surveys and a rare plant survey conducted in 2011 (Attachment A of Appendix B) and the reconnaissance-level survey conducted by RBF on October 10, 2011. The timing of these surveys (April, June, August, October, and November) coincided with the blooming period for each plant; therefore, these species would have been noticeable during the course of conducting the surveys. No rare plants were observed during the rare plant survey conducted by RBF on November 22, 2011 (Note: this was the first of four rare plant surveys covering the blooming periods for all potentially-occurring plants; three additional surveys are scheduled to occur in 2012). The species include the following: Orcutt's brodiaea; Cuyamaca larkspur; Mount Laguna aster; Vanishing wild buckwheat; San Diego gumplant; San Diego hulsea; Santa Lucia dwarf rush; Parish's meadowfoam; Orcutt's linanthus; Hall's monardella; San Felipe monardella; Southern skullcap; Hammitt's clay-cress; Salt spring checkerbloom; Prairie wedge grass; Laguna Mountains jewel flower; San Bernardino aster; and, Velvety false lupine. Given the degraded conditions as well as the predominance of non-native grassland onsite, it is unlikely that the Project site supports any of these special status plant species. Nevertheless, prior to grading, three additional rare plant surveys shall be conducted during the appropriate blooming periods for these species (i.e., between March and through September) to definitively determine their presence or absence. If determined to be present based on the recommended rare plant surveys:

- Impacts to the "State Endangered" Parish's meadowfoam or to the "State Rare" Cuyamaca larkspur or Mount Laguna aster would be significant and compensatory mitigation required;
- Impacts to any of the County List A or B sensitive plant species identified above would be significant if the Project results in the loss of more than five percent of the individual plants or the habitat of any of these sensitive species. Impacts below this threshold may be considered less than significant if a biologically based determination can be made that the Project would not have a substantial adverse effect on local long-term survival of the species; and,
- Impacts to any of the County List C or D sensitive plant species identified above would be significant if the Project affects their local long-term survival.

To reduce the potential for Project impacts on sensitive plant species, mitigation is proposed. Mitigation Measure BIO-1 would reduce potential impacts to less than significant; refer to Mitigation Measure BIO-1.

Special Status Wildlife Species

No special status wildlife species were observed onsite during the biological surveys conducted by others (Attachment A of Appendix B) and the reconnaissance-level survey conducted by RBF in 2011. The results of the CNDDB search contained in the attachment to the Summary of Biological Findings for the Proposed Pine Valley Sheriff's Substation (ICF International, April 27, 2011) list three special status wildlife species known from the Project vicinity: arroyo toad (Anaxyrus californicus), least Bell's vireo (Vireo bellii pusillus), and coastal California gnatcatcher (Polioptila californica californica); however, there is no suitable habitat onsite for these species, and no direct or indirect impacts on such species as the result of the Project are anticipated.

The Project site occurs within the recommended survey area for the Federally-endangered Quino checkerspot butterfly, as designated by the U.S. Fish and Wildlife Service (USFWS). A habitat assessment for this species was conducted by Atkins on August 18, 2011 at the site and 100 feet beyond, per the Quino site assessment protocol recommended by the USFWS; refer to the *Letter of Negative Findings* (Atkins, August 30, 2011) in Attachment A of Appendix B. The purpose of the assessment was to determine presence or absence of the required habitat elements for Quino, including host plant species (e.g., Plantago erecta), nectar sources for foraging, cryptogrammic soils and crusts, density of vegetation, hill-topping habitat, and other requirements of the species; however, no Quino host plant species or cryptogrammic crusts or soils associated with the host plants were observed on or in the immediate vicinity of the site, and neither is expected to become established due to the aggressive grasses and weeds in the understory and the supporting soils (loamy course sand from the Mottsville series). As such, Quino is not expected to use the site for egg-deposit, larvae development, or any other life history requirement involving host plant species.

Additionally, no suitable hill-topping habitat or sunning and basking habitat for Quino was observed on or in the immediate vicinity of the site. The existing developments and tall mature trees surrounding the Project site likely serve as flight obstacles for Quino when chasing and moving around during flight season. Limited space is available onsite for basking and sunning, and a large portion of the site occurs beneath the canopy and shade of Jeffrey pine trees which is not suitable for basking individuals. As such, Quino would not be expected to use the site for hill-topping behavior or sunning and basking in-between flight. Some of the flowering annual species onsite could provide marginal nectar sources for Quino; however, none are strongly associated with the species. Quino could forage on the mustards and phacelia observed onsite; however, its location would likely preclude Quino from flying over the site and the immediate vicinity to forage. As such, although marginal nectar sources occur, Quino would not be expected to use the site for foraging.

Based on existing conditions, Quino is not likely to use the site and immediate vicinity for any of its life history requirements. The site and immediate vicinity do not contain the required habitat for Quino. Although several potential nectar sources were observed, the site is situated on a valley floor surrounded by existing developments does not provide suitable conditions for Quino. Quino individuals would not be expected to forage or disperse over the site from suitable scrub and chaparral habitats in the Pine Valley area. Therefore, Quino is not likely to occur on or in the immediate vicinity of the site, and no impacts to this species would be anticipated as a result of Project implementation.

As stated above, no special status wildlife species were observed onsite and there is no suitable habitat for the three species known from the Project vicinity, based on the CNDDB. Therefore, the proposed Project is not expected to result in significant direct or indirect impacts to any special status wildlife species.

Direct/Indirect Impacts to Nesting Birds

Additionally, the onsite and nearby trees could provide nesting, perching and roosting habitat for special status avian and mammal species including certain raptors and bats; however, no nests or roosts were observed during the biological surveys conducted by others (Attachment A

of Appendix B) or the reconnaissance-level survey conducted by RBF Consulting in 2011. In general, onsite nesting, perching, roosting and foraging opportunities for these species are limited due to existing anthropogenic disturbances associated with surrounding land uses including the Pine Valley Branch-County Library, the Pine Valley Store, the Pine Valley County Park, the Pine Valley Sanitation District treatment ponds, horse stables, homes, and Old Highway 80. Nevertheless, removal of the onsite trees during the nesting and roosting season for special status birds, raptors, and bats (February 1 through August 31) or noise resulting from construction activities may result in significant direct and/or indirect impacts to any of these species observed nesting or roosting within these trees. Therefore, mitigation is proposed to reduce such potential impacts to less than significant; refer to Mitigation Measure BIO-2.

Such mitigation would also reduce potential direct and/or indirect impacts to common avian species protected under the Migratory Bird Treaty Act (MBTA) and CDFG Code that may be nesting in any of the onsite trees to be removed (or nearby trees to remain) to less than significant; refer to Mitigation Measure BIO-2. The Federal MBTA protects all common wild birds found in the United States, except the house sparrow, starling, feral pigeon, and resident game birds such as pheasant, grouse, quail, and wild turkey. Resident game birds are managed separately by each state. The MBTA makes it unlawful for anyone to kill, capture, collect, possess, buy, sell, trade, ship, import, or export any migratory bird including feathers, parts, nests, or eggs. Section 3503 of the CDFG Code makes it illegal to destroy any birds' nest or any birds' eggs that are protected under the MBTA. Section 3503.5 further protects all birds in the orders Falconiformes and Strigiformes, birds of prey, such as hawks and owls, and their eggs and nests from any form of take. The onsite and nearby trees may provide suitable nesting habitat for common and sensitive bird species that are protected under the MBTA and CDFG Code, including raptors.

Noise-Related Impacts

Project grading and construction activities may result in significant indirect noise impacts to any special status avian species, or common birds protected by the MBTA and CFG Code, observed nesting within the onsite trees and any offsite trees within 300-500 feet of the Project construction limits (depending on the species). Implementation of Mitigation Measure BIO-2 would reduce such impacts to less than significant.

Direct/Indirect Impacts to Roosting Bats

The Project could result in significant direct impacts to special status bat species that may be roosting within any of the onsite trees to be removed (or nearby trees to remain). Prior to grading, a qualified biologist familiar with bat biology shall survey the onsite trees and those within 100 feet of the Project construction limits to determine if any bats are roosting in them. If bats are found, the type of roost (maternity, night or day) shall be determined by the biologist who shall direct the construction contractor to avoid the trees that have active maternity roosts. A temporary fence shall be placed at a minimum distance of 100 feet from the occupied trees. Entrances to day roosts, night roosts and inactive maternity roosts, after fledging, shall be blocked to allow bats to leave but not return. Tree removal shall only begin when roost locations are determined to be unoccupied by the biologist; refer to Mitigation Measure BIO-3, which would reduce potential impacts on special status bat species to less than significant.

MM BIO-1 Prior to approval of Project grading, three additional focused rare plant surveys shall be completed by a qualified biologist. The surveys shall encompass the appropriate blooming periods for the special status plant species that could potentially occur onsite. The recommended survey windows are listed in Table BIO-1, organized according to the relevant species' "grouped" blooming periods. If any of these species are determined to be present within the Project footprint based on the rare plant surveys, then the County of San Diego Department of General Services shall implement appropriate mitigation for identified impacts, to be determined in consultation with the CDFG (for proposed impacts to the "State Endangered" Parish's meadowfoam or "State Rare" Cuyamaca larkspur or Mount Laguna aster).

Table BIO-1. Recommended Rare Plant Surveys

Potentially Occurring Sensitive Plant Species	Status	Blooming Period	Recommended Rare Plant Survey Window	Mitigation Ratio (if Species Present and Impacted by Project)[1]
Hammitt's clay-cress (*Sibaropsis hammittii*)	CNPS CRPR List 1B; County of San Diego List A	***March-April***	Survey 1 (March-May)	Chaparral (1:1); native grassland (3:1) = **2:1**
Salt spring checkerbloom (*Sidalcea neomexicana*)	CNPS CRPR List 2	***March-June***		N/A
Velvety false lupine (*Thermopsis californica* var. *semota*)	CNPS CRPR List 1B; County of San Diego List A	***March-June***		Cismontane woodland, coniferous forest, meadows/seeps, native grassland = **3:1**
Prairie wedge grass (*Sphenopholis obtusata*)	CNPS CRPR List 2	***April-July***		N/A
Orcutt's linanthus (*Linanthus orcuttii*)	CNPS CRPR List 1B; County of San Diego List A	***May-June***	Survey 2 (May-July)	Chaparral (1:1); coniferous forest, pinyon/juniper woodland (3:1) = **2:1**
Orcutt's brodiaea (*Brodiaea orcuttii*)	CNPS CRPR List 1B; County of San Diego List A	***May-July***		Chaparral (1:1); cismontane woodland, coniferous forest, meadows/seeps, native grassland (3:1); vernal pools (5:1) = **3:1**
Cuyamaca larkspur (*Delphinium hesperium* ssp. *cuyamacaea*)	State Rare; CNPS CRPR List 1B; County of San Diego List A	***May-July***		Coniferous forest, meadows/seeps (3:1); vernal pools (5:1) = **4:1**
Laguna Mountains jewel flower (*Streptanthus bernardinus*)	CNPS CRPR List 4; County of San Diego List D	***May-August***		Chaparral (1:1); coniferous forest (3:1) = **2:1**
San Diego hulsea (*Hulsea californica*)	CNPS CRPR List 1B; County of San Diego List A	***April-June***		Chaparral (1:1); coniferous forest (3:1) = **2:1**
Parish's meadowfoam (*Limnanthes gracilis* ssp. *parishsii*)	State Endangered; CNPS CRPR List 1B; County of San Diego List A	***April-June***		Coniferous forest, meadows/seeps (3:1); vernal pools (5:1) = **4:1**
Santa Lucia dwarf rush (*Juncus luciensis*)	CNPS CRPR List 1B; County of San Diego List A	***April-July***		Chaparral (1:1); great basin scrub (2:1); coniferous forest, meadows/seeps (3:1); vernal pools (5:1) = **2.5:1**

Table BIO-1, continued

Potentially Occurring Sensitive Plant Species	Status	Blooming Period	Recommended Rare Plant Survey Window	Mitigation Ratio (if Species Present and Impacted by Project)[1]
San Felipe monardella (*Monardella nana* ssp. *leptosiphon*)	CNPS CRPR List 1B; County of San Diego List A	***June-July***	Survey 2 (May-July) **OR** Survey 3 (July-Sept.)	Chaparral (1:1); coniferous forest (3:1) = **2:1**
Southern skullcap (*Scutellaria bolanderi* ssp. *Austromontana*)	CNPS CRPR List 1B; County of San Diego List A	***June-August***	Survey 3 (July-Sept.)	Chaparral (1:1); cismontane woodland, coniferous forest (3:1) = **2:1**
Mount Laguna aster (*Dieteria asteroides* var. *lagunensis*)	State Rare; CNPS CRPR List 2; County of San Diego List B	***July-August***		Cismontane woodland, coniferous forest = **3:1**
Hall's monardella (*Monardella macrantha* ssp. *Hallii*)	CNPS CRPR List 1B; County of San Diego List A	***June-October***		Chaparral (1:1); cismontane woodland, coniferous forest, broadleaf upland forest, native grassland (3:1) = **2:1**
Vanishing wild buckwheat (*Eriogonum evanidum*)	CNPS CRPR List 1B	***July-October***		N/A
San Diego gumplant (*Grindelia hirsutula* var. *hallii*)	CNPS CRPR List 1B; County of San Diego List A	***July-October***		Chaparral (1:1); coniferous forest, meadows/seeps, native grassland (3:1) = **2:1**
San Bernardino aster (*Symphyotrichum defoliatum*)	CNPS CRPR List 1B	***July-November***	Survey 4 (Sept.-Nov.) COMPLETED 11/22/2011 (Negative Results)	N/A

[1] Determined by the average mitigation ratio for the habitat types in which this species typically occurs, as listed in Table 5 of the County's Biological Guidelines.

N/A = No mitigation ratio is given because the species is not on the County's Sensitive Plant List (Table 2 of the Biological Guidelines).

MM BIO-2 Within three days prior to tree removal or approval of Project grading during the general nesting season (January through September) that encompasses both the special status avian species (including raptors) and common birds protected by the Migratory Bird Treaty Act and California Fish and Game Code, a focused pre-construction survey for raptor and passerine nests shall be conducted by a qualified biologist to identify active nests within the trees to be removed or those within 300-500 feet (depending on the bird species) of the Project construction limits. If nesting raptors or passerines are found during the focused survey, no tree removal or grading shall occur within an appropriate distance (i.e., non-disturbance buffer) from an active nest (as determined by the biologist) until the young have fledged and are no longer returning to the nest area (also to be determined by the biologist). The biologist shall supervise the placement of a temporary fence to delineate the limits of the non-disturbance buffer. If impacts to nest trees are unavoidable, they shall be removed outside the January through

September timeframe unless the biologist determines that the young have fledged and are no longer returning to the nest area.

MM BIO-3 Prior to approval of Project grading, a qualified biologist familiar with bat biology shall survey the onsite trees and those within 100 feet of the Project construction limits to determine if any bats are roosting in them. If bats are found, the type of roost (maternity, night or day) shall be determined by the biologist who shall direct the construction contractor to avoid the trees that have active maternity roosts. A temporary fence shall be placed at a minimum distance of 100 feet from the occupied trees. Entrances to day roosts, night roosts and inactive maternity roosts, after fledging, shall be blocked to allow bats to leave but not return. Tree removal shall only begin when roost locations are determined to be unoccupied by the biologist.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service?

Potentially Significant Impact Unless Mitigation Incorporated. Refer also to Response 3.4(a), above. Four vegetation communities occur within the Project site: disturbed habitat, non-native grassland, big sagebrush scrub, and Jeffrey pine forest. The latter three are considered sensitive habitats by the County of San Diego.

A blueline stream occurs along the entire eastern boundary of the proposed Project site (adjacent to the proposed parking area); refer to Appendix B. This stream was delineated as an ephemeral, non-wetland Waters of the U.S., Waters of the State, and State streambed under the joint jurisdiction of the U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), CDFG, and the County; however, there are no adjacent wetlands or riparian habitats present along the stream channel in the vicinity of the proposed Project site. No riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations, or by the CDFG occur onsite. Therefore, the proposed Project would not impact such habitat, and no mitigation is required.

Project construction would result in the permanent loss of an estimated 0.66 acre of non-native grassland, 0.12 of big sagebrush scrub, and 0.13 acre of Jeffrey pine forest, all of which are considered sensitive habitats under the County's Biological Guidelines. Mitigation for impacts to habitat would be provided at the following ratios, consistent with the County's Biological Guidelines: non-native grassland (0.5:1, or 0.33 acre mitigation); big sagebrush scrub (2:1, or 0.24 acre mitigation); and, Jeffrey pine forest (3:1, or 0.39 acre mitigation). Implementation of the proposed mitigation measures would reduce Project impacts to less than significant; refer to Mitigation Measures BIO-4 and BIO-5.

No direct impacts would occur to the offsite drainage adjacent to the proposed parking area. This drainage does not contain a predominance of wetland vegetation, or indicators of wetlands hydrology or hydric soils, and is characterized as a non-wetland Waters of the U.S. and Waters of the State; however, the Project is not subject to the County's Resource Protection Ordinance (RPO) (County of San Diego 2007) because the Project does not require a discretionary permit as

outlined in RPO Section 86.603, and because the Project is considered to be an essential public facility.

The proposed Project is not subject to County RPO wetland buffer requirements, nor is it subject to the permitting requirements of the U.S. Army Corps of Engineers and CDFG (since the offsite drainage feature would be avoided). Nevertheless, a minimum 5-foot wide buffer would be maintained between the easterly limits of work for the proposed parking areas and the top of bank along the adjacent drainage during Project construction, so as to prevent any inadvertent construction-related impacts to the integrity of the drainage feature (such as caving in of the earthen channel walls from heavy equipment operating too close to the top of bank); refer to Mitigation Measure BIO-6, which would reduce potential impacts to less than significant.

MM BIO-4 Prior to issuance of certificate of occupancy, the County of San Diego Department of General Services shall prepare and commence implementation of a Habitat Mitigation Plan (HMP) for big sagebrush scrub and Jeffrey pine forest consisting of the following components:

(a) Locate mitigation area(s) with the appropriate site conditions for restoration and/or creation of big sagebrush scrub and Jeffrey pine forest habitats. If conditions allow, a portion of the mitigation area(s) could be situated in the onsite open space area within the developed site, which is the area south of the public parking lot and north and west of the secondary driveway. For the offsite portion of the mitigation area(s), the County Department of Parks and Recreation (DPR) has approved the use of their property within Pine Valley County Park adjacent to the south of the proposed development footprint (as labeled on Exhibit 4, Vegetation Map, of the Initial Study) and in areas to the east and southeast of the site, across the adjacent drainage. Both the onsite mitigation area within the developed site (if used) and the offsite mitigation area(s) within Pine Valley County Park shall be designated as permanent open space and, as such, will be included in the County DPR's Open Space Preserve System, to be monitored and maintained in perpetuity by DPR similar to their other open space preserves.

(b) Prepare and approve a HMP document that addresses:

i. Description/biological functions and values of the proposed mitigation area(s);
ii. Suitability of the proposed mitigation area(s);
iii. Mitigation design
   - Conceptual plan
   - Target functions/values
   - Performance measures
iv. Implementation plan/schedule
   - Responsible parties
   - Seed/duff/topsoil/mycorrhizal salvage
   - Site preparation

- ⇨ Fencing
- ⇨ Signage
- ⇨ Weeding
- ⇨ Grading

- Installation
  - ⇨ Irrigation
  - ⇨ Planting
  - ⇨ Seeding
- Wildlife habitat enhancement

v. Plant Establishment Period (PEP) monitoring/maintenance plan/schedule
- Success criteria
- Control site/target values
- Monitoring methods
- Adaptive management
- Habitat maintenance activities
  - ⇨ Container stock irrigation
  - ⇨ Plant replacement
  - ⇨ Weed control
  - ⇨ Trash removal
  - ⇨ Irrigation/fence repair
- Annual reports

vi. Perpetual monitoring/maintenance plan/schedule

MM BIO-5 Prior to issuance of certificate of occupancy, the County of San Diego Department of General Services shall purchase 0.33 acre of credits from an approved offsite mitigation bank as compensation for project impacts to 0.66 acre of non-native grassland. Furthermore, the County of San Diego Department of General Services shall purchase additional credits in the approved offsite mitigation bank to compensate for any additional habitat losses resulting from implementation of MM BIO-4. The amount of additional credits to be purchased shall be based on the compensation ratios listed for the various habitat types in Table 5 of the County's Biological Guidelines.

MM BIO-6 Prior to approval of Project grading, the construction contractor shall install stakes/flagging at a distance of 5 feet from the top of the east bank of the offsite drainage adjacent to the Project's easterly limits of work, and then shall demarcate a 5-foot-wide non-disturbance buffer measured from the above-referenced stakes/flagging. This overall 5-foot-wide buffer shall be maintained during all construction activity and permanent improvements (including gutters, berms, storm drains, or other surface improvements) to ensure that all flows drain away from the top of bank. No heavy construction equipment shall be utilized within five feet of the top of bank (hand operated tools only) to prevent potential damage such as caving in of the earthen channel walls.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. As stated above, a blueline stream occurs along the entire eastern boundary of the proposed Project site. The stream was delineated as an ephemeral, non-wetland Waters of the U.S., Waters of the State, and State streambed under the joint jurisdiction of the USACE, RWQCB, CDFG, and the County; however, there are no adjacent wetlands or riparian habitats present along the stream channel in the vicinity of the proposed Project site.

The Project is not subject to the County's RPO because it does not require a discretionary permit, as outlined in RPO Section 86.603. Although the Project is not subject to County RPO wetland buffer requirements or regulatory agency permits (since direct impacts to the offsite drainage feature would be avoided), a minimum 5-foot-wide buffer shall be maintained during construction between the Project limits of work and the adjacent drainage, so as to prevent any inadvertent impacts to the drainage feature such as caving in of the earthen channel walls from heavy equipment operating too close to the top of bank; refer to Mitigation Measure BIO-6, above.

Construction of the proposed Sheriff's Substation would avoid all direct and indirect impacts on the stream channel. The Project would therefore not result in impacts to wetland habitat through direct removal, filling, hydrological interruption, or other means. No significant impacts on Federally-protected wetlands would occur, and no mitigation is required.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Potentially Significant Impact Unless Mitigation Incorporated. The County's Biological Guidelines define a wildlife corridor as "A specific route that is used for movement and migrations of species. A corridor may be different from a Linkage because it represents a smaller or narrower avenue for movement." A wildlife linkage is "An area of land which supports or contributes to the long-term movement of wildlife and genetic exchange by providing live-in habitat that connects to other habitat areas." The County of San Diego South County Subarea Plan of the MSCP defines regional linkages/corridors as land that "contains topography which serves to allow for the movement of all sizes of wildlife and is used by wildlife, including large animals on a regional scale; contains adequate vegetation cover providing visual continuity so as to encourage the use of the corridor by wildlife; or, has been identified as the primary linkage/corridor between the northern and southern regional populations of the California gnatcatcher in the population viability analysis for the California gnatcatcher."

Although the adjacent drainage could promote the movement of wildlife, including large mammals, the setting of the Project site and adjacent areas fragment any semblance of a migration corridor and likely does not provide any of the conditions described above. Therefore, the site likely does not function as a wildlife corridor or linkage, and the proposed Project would not interfere substantially with the movement of native wildlife species, or with

established native resident or migratory corridors, or impede the use of native wildlife nursery sites. Although short-term impacts may occur during construction activities wherein noise and/or movement may influence wildlife populations to avoid the Project area, such impacts would be temporary and would cease upon completion of construction. Therefore, Project impacts on movement of native resident or migratory wildlife species would be less than significant.

In addition, disruption of resident or migratory avian species that forage and rest in the area may be temporarily impacted by Project-related construction activities; however, such activities would be temporary and would cease upon completion. The Project could result in significant direct and/or indirect (construction-related noise) impacts to special status avian species and/or common birds protected by the MBTA and California Fish & Game Code that may be nesting within any of the onsite trees to be removed (or nearby trees to remain). Such potential impacts caused by construction activities would be reduced to less than significant through implementation of Mitigation Measure BIO-2, which would require biological monitoring prior to construction to ensure that disturbance do these species does not occur.

e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy/ordinance?

Less than Significant Impact. The Project would not conflict with any local policies or ordinances with regard to the protection of biological resources. The Project has been designed to avoid impacts to sensitive habitat to the extent feasible, and mitigation measures are proposed to reduce any potential impacts on biological resources to less than significant. The Project would result in impacts on Jeffrey pine habitat onsite; however, the Project would not interfere with any tree preservation policy or ordinance and mitigation is proposed to reduce potential impacts to this species to less than significant; refer also to Mitigation Measures BIO-4 and BIO-5.

f) The Project would conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The proposed Project is not located within any Habitat Conservation Plan area or in a Natural Community Conservation Plan area identified in the County General Plan Update. The Project site is within the planning boundaries for the draft South County Subarea Plan of the Multiple Species Conservation Program (MSCP) which is still in the initial planning phases. The Project is located within the "RMS 3" Category of the draft Focused Conservation Area (FCA), which identifies "Land Managed as Open Space." The application of this category is reflective of the current status of the property and does not necessarily reflect planned conservation of the site due to biological constraints. The drainage area is identified as having potentially high biological value and will not be impacted by the Project. In addition, the portion of the site that is to be developed is adjacent to the existing roadway and west of the drainage and will not interrupt an existing or planned wildlife corridor. The proposed Sheriff's Substation is not subject to any of the permit types identified in the Interim Review Process executed East County MSCP Planning Agreement (October 29, 2008, Exhibit B); however, a Project description has been provided to the Wildlife Agencies and the environmental

documentation will be distributed to the Wildlife Agencies for review and comment during the public review period. Therefore, no conflicts with any such plans would occur with the Project, and the Project would not conflict with the provisions of a local, regional, or State habitat conservation plan. No significant impacts would result, and no mitigation is required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
3.5 CULTURAL RESOURCES Would the Project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5 of CEQA?	☐	☒	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5 of CEQA?	☐	☒	☐	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5 of CEQA?

Potentially Significant Impact Unless Mitigation Incorporated. The proposed Project site is presently undeveloped and located within the rural community of Pine Valley. No known historical resources have been identified onsite; however, the potential for such resources to occur onsite or in the surrounding area does exist. To avoid potential impacts to known or unknown (i.e., buried) historic resources, mitigation in the form of monitoring during construction of the Sheriff's Substation is proposed, as given in Mitigation Measure CR-1, below. As such, it is anticipated that, with implementation of the proposed mitigation, potential Project impacts on historic resources would be reduced to less than significant.

MM CR-1 To avoid potential impacts to known or unknown (i.e., buried) historic or cultural resources, mitigation in the form of monitoring during construction shall be required. Monitoring shall be performed by a qualified archaeologist and/or Native American monitor. In the event that previously unidentified potentially significant cultural resources are discovered, the monitor(s) shall have the authority to divert or temporarily halt ground disturbance operation in the area of discovery until such time that the sensitivity of the resource can be determined.

The Project applicant shall provide evidence that a County-certified archaeologist and Native American Monitor have been contracted to implement a Grading Monitoring Program. The consulting archaeologist shall contract with a Native American monitor to be involved with the Grading Monitoring

Program. A letter of proof indicating that a Native American Monitor has been contracted shall be prepared by the consulting archaeologist and submitted to the Director of the Department of General Services (DGS). The applicant shall complete and submit a final report that documents the results, analysis, and conclusions of all phases of the Grading Monitoring Program, to the satisfaction of the Director of DGS.

A Monitoring Discovery and Historic Properties Treatment Plan shall be prepared and implemented to the satisfaction of the County of San Diego Director of DGS. The Monitoring Discovery and Historic Properties Treatment Plan shall apply to the treatment of cultural or historic resources once they are discovered. For cultural resources determined to be of significance, a Data Recovery Program to mitigate Project impacts shall be prepared by the consulting archaeologist and approved by the County, then carried out using professional archaeological methods.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of CEQA?

Potentially Significant Impact Unless Mitigation Incorporated. No known archaeological resources have been identified onsite; however, such resources have been identified within the surrounding Pine Valley community and southeastern San Diego County. The Project proposes limited disturbance of the existing ground surface onsite to allow for construction of the Sheriff's Substation; however, any grading required could potentially result in the exposure of previously undiscovered archaeological resources. To avoid potential impacts to known or unknown (i.e., buried) cultural resources, mitigation in the form of monitoring during construction of the Sheriff's Substation is proposed (Mitigation Measure CR-2). As such, it is anticipated that, with implementation of the proposed mitigation, Project impacts on cultural resources would be reduced to less than significant.

MM CR-2 Mitigation Measure CR-1 shall be implemented to reduce potential impacts on archaeological resources to less than significant.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact Unless Mitigation Incorporated. No known unique geologic features have been identified on or adjacent to the Project site. The Project would not require a substantial amount of grading to allow for construction of the Sheriff's Substation; however, the potential exists for undiscovered paleontological resources to be uncovered in the underlying geologic formations. To avoid potential impacts to paleontological resources, mitigation in the form of monitoring during construction of the Sheriff's Substation is proposed (Mitigation Measure CR-3). As such, it is anticipated that, with implementation of the proposed mitigation, Project impacts on paleontological resources would be reduced to less than significant.

MM CR-3 Mitigation Measure CR-1 shall be implemented to reduce potential impacts on paleontological resources to less than significant.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Impact Unless Mitigation Incorporated. The disturbance of human remains during land development and/or construction activities is not anticipated; however, to ensure that human remains, if encountered, are properly handled, mitigation is proposed to require that a qualified monitor be present onsite during all ground-disturbing activities. Implementation of Mitigation Measure CR-4 would reduce potential impacts on human remains to less than significant.

MM CR-4 Monitoring shall be performed by a qualified archaeologist and/or Native American monitor during all Project-related ground-disturbing activities. If human remains are discovered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition, pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified immediately if any human remains are found. If such remains are determined to be prehistoric, the Coroner would be required to notify the Native American Heritage Commission (NAHC), which would then determine significance and notify a Most Likely Descendant (MLD). With permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery, and shall complete the inspection within 24 hours of notification by the NAHC. The MLD would have the opportunity to make recommendations to the NAHC on the disposition of the remains.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
3.6 GEOLOGY AND SOILS Would the Project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving (i.) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist, or based on other substantial evidence of a known fault (Refer to DM&G Pub. 42)?; or, (ii) strong seismic ground shaking?; or, (iii) seismic-related ground failure, including liquefaction?; or, (iv) landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18- 1-B of the 1994 UBC, creating substantial risks to life or property?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. Similar to the majority of southern California, the proposed Project site is located within a seismically active area. No Alquist-Priolo Earthquake Fault Zones are located within a 1/8 mile of the proposed Project site, although a number of such Fault Zones are present within southeastern San Diego County. Activities associated with the proposed construction of the Sheriff's Substation would comply with seismic requirements of the California Building Code (CBC) and recommended engineering design measures, as applicable, to reduce potential damage caused by a seismic event. Compliance with these standards is anticipated to limit hazards from seismic ground shaking to less than significant levels. Therefore, impacts resulting from implementation of the proposed Project related to rupture of an Alquist-Priolo Earthquake Fault Zone are considered to be less than significant, and no mitigation is required.

ii) Strong seismic ground shaking?

Less Than Significant Impact. Although the Project site is not located within a designated Alquist-Priolo Zone, the region has experienced earthquake activity in the past. Potential seismic hazards to the site include ground rupture, site liquefaction, seismic compaction/settlement, and/or ground shaking, if a seismic event were to occur.

A major earthquake associated with any of the faults in the region could result in moderate to severe ground shaking. Damage to the proposed Sheriff's Substation could be expected as a result of ground shaking during a strong seismic event in the region; however, the Project would be designed to comply with applicable seismic requirements of the CBC and recommended engineering design measures. Therefore, compliance with these standards is anticipated to limit hazards from seismic ground shaking to less than significant levels, and no mitigation is required.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction occurs when loose, unconsolidated, water-laden soils are subject to shaking, causing the soils to lose cohesion. Liquefaction occurs primarily in areas of recently deposited sands and silts and in areas of high groundwater levels.

Implementation of the proposed Project would not result in an increase in the potential for seismic-related ground failure, including liquefaction, to occur. The Project site is located on a relatively flat site where the potential for liquefaction is low. As the Project would result in construction of the proposed Sheriff's Substation, and no habitable structures are proposed, impacts on public health or safety with regard to seismic ground related failure would be low. Furthermore, the proposed Project would be required to comply with applicable seismic requirements of the CBC and any recommended engineering design measures. Compliance with these standards is anticipated to limit hazards from seismic ground failure, including liquefaction, to less than significant levels. No mitigation is required.

iv) Landslides?

No Impact. The proposed Project site is generally flat with onsite elevations ranging from approximately 3,711 feet above mean sea level (amsl) to the highest point of approximately 3,717 feet asml. Additionally, lands adjacent to the Project site are also generally flat. Flat areas have little to no potential for landslides to occur. As such, no significant impacts with regard to landslides have been identified, and no mitigation is required.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Construction of the proposed Project would temporarily disturb onsite soils during the construction period, potentially exposing topsoil to erosion. Land disturbed during construction would be saturated with water and would not pose significant erosion concerns. The use of standard erosion control measures during construction would be required and would reduce any potential impacts to a less than significant level. Therefore, no mitigation is required.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact. The proposed Project site is underlain by Quaternary Alluvium. The proposed Project would be constructed consistent with applicable engineering design recommendations and requirements of the CBC to ensure that onsite soils can support the proposed development and that development of the site is not subject to the potential for onsite or offsite landslides, lateral spreading, subsidence, liquefaction, or collapse. Therefore, impacts related to unstable soils are considered less than significant, and no mitigation is required.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less Than Significant Impact. Soils onsite are generally composed of Motsville loamy**.** All proposed construction would be required to comply with seismic requirements of the CBC and appropriate engineering design recommendations. Compliance with these standards is anticipated to limit any hazards from potentially expansive soils to less than significant levels, and no mitigation is required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Less than Significant Impact. The proposed Project would result in construction of a replacement Sheriff's Substation for the County. The proposed Project includes construction of a septic field for the treatment of wastewater generated by operation of the Substation. Onsite percolation testing was performed by Vinje Middleton Engineering, Inc. in April 2011 to determine whether site conditions could adequately support an onsite septic system for wastewater treatment. The study indicated that percolation testing for the proposed horizontal seepage pits were very good (20 minutes per inch or MPI) and that an adequate separation to groundwater could be achieved. Therefore, soils would be capable of supporting on onsite septic system to accommodate wastewater treatment needs for the Project; refer also to Exhibit 3, Conceptual Site Plan. Impacts would be less than significant, and no mitigation is required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
3.7 HAZARDS AND HAZARDOUS MATERIALS Would the Project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in safety hazard for people residing or working in the Project area?	☐	☐	☐	☒
f. For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact. Development and operation of the proposed Project would not involve the routine use of substantial quantities of chemical agents, solvents, paints, or other hazardous materials. Any hazardous waste materials associated with operation of the Sheriff's Substation would be disposed of properly in accordance with applicable Federal, State, and local standards governing such activities. Therefore, impacts would be less than significant, and no mitigation is required.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant Impact. The operation of the proposed Sheriff's Substation is not anticipated to involve the routine use of substantial quantities of chemical agents, solvents, paints, and other hazardous materials. The proposed Project would not store hazardous materials that would result in significant impacts to the environment. The level of risk associated with the accidental release of such hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials. Additionally, the building contractor for the proposed Project would be required to use standard construction controls and safety procedures to avoid and minimize the potential for accidental release of any hazardous substances into the environment during the construction phase. Therefore, impacts would be less than significant, and no mitigation is required.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. The proposed Project site is not within one-quarter mile of a school; the closest school is the Pine Valley Elementary School, located approximately 0.50 mile to the southeast of the site. The Project site is presently undeveloped and therefore, does not support any land uses that require the use or handling of hazardous materials. Similar to the existing Sheriff's Substation, the Project would not involve the handling of acutely hazardous materials, substances, or wastes, due to the typical operational characteristics of the proposed use. Therefore, no impacts would occur, and no mitigation is required.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. The site is presently undeveloped, and therefore, no hazardous materials or land uses that would involve the use of hazardous materials are present onsite. The proposed Project site has not been identified as a hazardous materials site pursuant to Government Code Section 65962.5. Therefore, no significant impacts related to this issue would occur, and no mitigation is required.

e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?

No Impact. The proposed Project site is located approximately 16.5 miles southeast of the Ramona Airport, which is the nearest public airport. Operation of the proposed Sheriff's Substation would support law enforcement activities and would not interfere with the operations of any airport. Construction activities associated with the Substation would not result in the installation of any Project features that would temporarily or permanently have the potential to result in a safety hazard for people residing or working in areas surrounding the Project site. Therefore, no impacts would occur, and no mitigation is required.

f) For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?

No Impact. The Project is not located in the vicinity of a private airstrip. The closest private airport (On the Rocks Airport) is located approximately 5.5 miles to the southeast of the community of Alpine. Refer also to Response 3.7(e), above. No impacts would occur, and no mitigation is required.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. Implementation of the proposed Project would result in the construction of a replacement Sheriff's Substation and would not include activities that would alter the existing use or operations at the Project site in a manner that would affect emergency response. The proposed Project would not result in a direct increase in area population or traffic, as operational characteristics would be similar to that of the existing Sheriff's Substation located approximately 1,200 feet to the southeast. The proposed Project is intended to facilitate the provision of law enforcement services for the Pine Valley area and operation of the proposed Sheriff's Substation would not interfere with an existing emergency response plan, evacuation plan, or response times of emergency services. Therefore, no impacts were identified, and no mitigation is required.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Less than Significant Impact. The proposed Project site is located within the Pine Valley Fire District for fire protection services. The Project site is within an area of the County susceptible to the potential for wildland fires to occur. Implementation of the proposed Project would not introduce a new use in the area, as it would result in construction of a replacement Sheriff's Substation in the Pine Valley area. As no increase in employees is proposed, the Project would not significantly increase the potential for exposure of people or structures to wildland fires. The Project would be designed and maintained consistent with County requirements intended to reduce the potential for wildfire to occur (e.g. brush clearing, building materials, etc.). Therefore, impacts would be less than significant, and no mitigation is required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
3.8 HYDROLOGY AND WATER QUALITY Would the Project:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?	☐	☐	☒	☐
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f. Otherwise substantially degrade water quality?	☐	☐	☒	☐
g. Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate map or other flood hazard delineation map?	☐	☐	☐	☒
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

A Preliminary Drainage Study and Major Storm Water Management Plan were prepared by RBF Consulting in November 2011 for the proposed Project. Refer to Appendices D and E, respectively, of this Initial Study for these documents.

a) Violate any water quality standards or waste discharge requirements?

Less than Significant Impact. The proposed Project would comply with the requirements of the State General Construction Storm Water Permit, implemented by the regional Water Quality Control Board (RWQCB) under Order No. 99-08. The proposed Project would include best

management practices (BMPs) to control construction and post-construction discharges from the Project site.

Small amounts of sediment within onsite construction areas may be disturbed during the proposed phased construction of the Sheriff's Substation. The use of standard BMPs would ensure that potential impacts during construction are reduced to less than significant. Typical BMPs relevant to the Project may include the use of flow-through planters and permeable pavement (infiltration) or other appropriate measures to treat storm water runoff and ensure that the Project does not violate any water quality standards or waste discharge treatment requirements. The Project would require preparation of a Storm Water Pollution Prevention Plan (SWPPP) and implementation of BMPs detailed in the SWPPP during construction activities. With implementation of BMPs, impacts would be less than significant, and no mitigation measures are proposed.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less than Significant Impact. The proposed Project would be served by the Pine Valley Mutual Water Company, which serves the rural community of Pine Valley. Water service for the Project would be provided via connection to an existing public water line that presently extends through the subject site. As the water supply comes from a series of wells maintained by the Water Company, the community is dependent upon groundwater sources to meet water demand of existing and proposed land uses. Therefore, demand on groundwater supplies would increase incrementally with construction of the proposed Project; however, due to the anticipated construction activities, the limited number of employees of the Substation, and the operational characteristics, the proposed Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Additionally, the Project does not propose or require large impervious surface areas that would impede groundwater infiltration. As such, impacts would be less than significant, and no mitigation measures are required; refer to Response 3.8(d), above.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Less than Significant Impact. The proposed Project would not substantially alter existing drainage patterns onsite. Upon completion of the Project, runoff will continue to sheet flow northwesterly as it does in the existing condition. No streams or rivers are located within the proximity of the site that would be subject to substantial erosion or siltation on- or offsite as the result of Project construction. Therefore, impacts would be less than significant, and no mitigation measures are required.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less than Significant Impact. Refer to 3.8(c), above. A Preliminary Drainage Study was prepared by RBF Consulting for the proposed Project (January 2012). The study determined that the proposed Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or offsite.

Through measures such as the installation of permeable pavement and/or multiple flow-through planters, proposed improvements would mitigate the peak flow runoff to existing conditions for the 100-year, six-hour storm event. If permeable pavement is ultimately considered infeasible or undesirable, increased runoff rate would be mitigated by the proposed flow-through planters.

Runoff from the single structure serving as the Sheriff's Substation would drain directly to bioretention areas (flow-through planters), which provide both attenuation and water quality benefits. The parking spaces within the proposed parking lot may consist of permeable pavement, which would also provide both attenuation and water quality benefits. Flow-through planters would be installed to the north (occupying approximately 1,100 square feet) and south (occupying approximately 400 square feet) of the building serving as the Sheriff's Substation. If utilized, permeable pavement would cover approximately 2,000 square feet of the ten-space oversized staff parking area and approximately 1,100 square feet of the public parking area.

Under existing conditions, where the topography of the site is relatively flat, the lack of a well defined natural drainage path across the site reduces the potential for erosion. The existing 100-year peak flow rate of 1.2 cfs sheet flows through the site without causing erosion. Proposed improvements would minimize overland, concentrated flow. Following Project implementation, impervious surfaces onsite total approximately 0.5 acre, or 50 percent of the one-acre Project site. With the installation of proposed BMPs to control runoff, the mitigated 100-year peak flow rate would be 1.2 cfs, which is consistent with existing conditions. Therefore, impacts would be less than significant, and no mitigation is required.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant Impact. Refer to Responses 3.8(a), 3.8(c) and 3.8(d). The Project site would not be connected to a public storm drain system. Design measures would be implemented onsite to ensure that runoff from the site does not substantially increase and that storm water is properly treated onsite. Due to the nature of the Project, substantial additional sources of polluted runoff would not be generated by operation of the Sheriff's Substation. As such, impacts would be less than significant, and no mitigation is required.

f) Otherwise substantially degrade water quality?

Less than Significant Impact. Refer to Responses 3.8(a), 3.8(c) and 3.8(d), above. The proposed Project would modify the use of the site from its present undeveloped state. As such, runoff from the construction phase of the Project would have the potential to impact water quality; however, BMPs would be incorporated throughout each construction phase to ensure impacts to water quality are less than significant. The Project is not anticipated to have impacts on or interaction with groundwater as a result of the construction or operation of the proposed facilities. Therefore, impacts related to groundwater or degradation of water quality would be less than significant.

Prior to construction, the applicant would be required to prepare erosion control plans and/or incorporate BMPs to minimize potential erosion and sedimentation impacts. Furthermore, the use of standard erosion control measures during construction would reduce potential impacts to a less than significant level. Therefore, no mitigation is required.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The proposed Project does not include the construction of housing. Therefore, no impacts related to this issue were identified, and no mitigation is required.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. The Project would not place housing, habitable structures, or unanchored impediments within a 100-year floodplain or other special flood hazard area. Therefore, no impacts were identified and no mitigation measures are required.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. The proposed Project site is located in eastern San Diego County and is not located in an area where flooding, including flooding as the result of failure of a dam or levee, is anticipated. The site is not located in a dam inundation area. In addition, implementation of the proposed Project would not result in changes to the existing use of the site that would expose additional people or structures to a significant risk of loss, injury, or death involving flooding. As such, implementation of the proposed Project would not result in an increase in potential for the site to expose people or structures to flooding. Therefore, no impacts would occur, and no mitigation measures are required.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. A seiche is a surface wave created when a large enclosed body of water is shaken, often by an earthquake. A tsunami is a series of water waves caused by the displacement of a large volume of a body of water, usually an ocean, though it can occur in large lakes. The proposed Project site is not located within the vicinity of a water body that could inundate the site during a storm or seismic event. Additionally, the site and surrounding lands are generally flat and do not support slopes that would be subject to potential mudflow that would be

worsened by a rain event or triggered by seismic shaking. No impacts would occur, and no mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
3.9 LAND USE AND PLANNING Would the Project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

a) Physically divide an established community?

No Impact. The proposed Project would not have a significant impact on the physical arrangement of an established community. The Project is proposed on undeveloped lands owned by the County of San Diego Department of Parks and Recreation. No change in land use on adjoining properties would result from implementation of the proposed Project, and no permanent structures other than the Sheriff's Substation are proposed. Furthermore, no existing housing would be displaced or removed as a result of the proposed Project that could potentially disrupt the surrounding community. As such, implementation of the proposed Project would not result in the division of an established community. Therefore, no impacts related to this issue would occur, and no mitigation is required.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less than Significant Impact. The Project site is not affected by a Specific Plan or Local Coastal Program. The Project does not propose a change in the existing General Plan land use (36 – Open Space) or zoning (S80 – Open Space) designations, and no land use conflicts would occur. The Project would not significantly alter the existing land use or operations on the site (undeveloped to developed), nor would the proposed use conflict with any land use plan or policy. The land for the new Sheriff's Substation is part of the surrounding park and the proposed facility would be utilized to provide police protection services for the park (accessory use), as well as for the surrounding community. Therefore, the proposed Sheriff's Substation is considered a County Parks facility and is exempt from the Zoning Ordinance. No Site Plan or other such permit would be required to allow for the proposed Sheriff's Substation within the S80 zone. Impacts would be less than significant, and no mitigation is required.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The proposed Project is not located within any Habitat Conservation Plan area or in a Natural Community Conservation Plan area identified in the County General Plan Update. The Project site is within the planning boundaries for the draft East County Subarea Plan of the Multiple Species Conservation Program (MSCP) which is still in the initial planning phases. The Project is located within the "RMS 3" Category of the draft Focused Conservation Area (FCA), which identifies "Land Managed as Open Space." The application of this category is reflective of the current status of the property and does not necessarily reflect planned conservation of the site due to biological constraints. The drainage area is identified as having potentially high biological value and will not be impacted by the Project. In addition, the portion of the site that is to be developed is adjacent to the existing roadway and west of the drainage and will not interrupt an existing or planned wildlife corridor. The proposed Sheriff's Substation is not subject to any of the permit types identified in the Interim Review Process executed East County MSCP Planning Agreement (October 29, 2008, Exhibit B); however, a Project description has been provided to the Wildlife Agencies and the environmental documentation will be distributed to the Wildlife Agencies for review and comment during the public review period. Therefore, no conflicts with any such plans would occur with the Project, and the Project would not conflict with the provisions of a local, regional, or State habitat conservation plan. No significant impacts would result, and no mitigation is required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
3.10 MINERAL RESOURCES Would the Project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The proposed Project site is not currently being utilized for mineral extraction and does not contain any known mineral resources that would be of value to the region. The Project area has not been delineated on a local general plan, specific plan, or other land use plan as a locally important mineral resource recovery site. Therefore, no impacts were identified, and no mitigation is required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
3.11 NOISE Would the Project:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c. A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?	☐	☐	☐	☒
d. A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	☐	☐	☒	☐
e. For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	☐	☐	☐	☒
f. For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?	☐	☐	☐	☒

A technical Acoustical Analysis was prepared for the proposed Project by RBF Consulting in January 2012 to determine potential construction noise impacts. The analysis is included as Appendix E of this Initial Study.

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact. Short-term noise impacts would be associated with construction of the proposed Sheriff's Substation. Construction-related short-term noise levels would be higher than existing ambient noise levels in the Project area, but would no longer occur once construction of the Project is completed. In addition, there are no sensitive receptors (e.g., residents, school children, the elderly, hospital patients, etc.) in the immediate or surrounding Project site; the closest sensitive land use (residential) is located approximately 150 feet away.

As stated previously, Project construction is planned to commence in the summer of 2012 and be completed in or before summer 2013. Project construction would consist of site preparation and grading, paving, and building construction. Generally, site preparation has the shortest duration of all construction phases. Activities that occur during this phase include earthmoving and soils compaction. High groundborne noise levels and other miscellaneous noise levels can be created during this phase due to the operation of heavy-duty trucks, backhoes, and front-end loaders.

A worst-case scenario for generation of construction noise was analyzed the three loudest pieces of equipment would operate simultaneously within a focused area and occur continuously over at least one hour. The combined sound level of a grader, plate compactor, scraper, and trencher is 92.0 dBA when measured at 50 feet from the noise source; refer to Table 3.11-1, Estimated Construction Noise in the Project Area.

The anticipated short-term construction noise levels generated during grading, trenching, paving, and building construction activities are presented in Table 3.11-2, Construction Average L_{eq} (dBA) Noise Levels by Receptor Distance and Construction Phase.

To summarize, construction activities would expose adjacent receptors to interior noise levels of:

- 36.0 dBA to 54.4 dBA during the grading phase;
- 35.6 dBA to 54.0 dBA during the paving phase; and,
- 35.9 dBA to 54.3 dBA during the building construction phase.
- 20.2 dBA to 38.6 dBA during operation of the generator.

Table 3.11-1
Estimated Construction Noise in the Project Area

Distance to Receptor (Feet)	Sound Level at Receptor (dBA)
50	92.0
100	86.0
200	80.0
400	74.0
800	68.0

dBA = A-weighted decibel(s)
Notes:
Basic sound level drop-off rate: 6.0 dB per doubling distance
Molecular absorption coefficient: 0.7 dB per 1,000 feet
Analogous excess attenuation: 1.0 dB per 1,000 feet
Reference sound level: 92.0 dBA
Distance for reference sound level: 50 feet
Assumes simultaneous operation of grader, plate compactor, scraper, and trencher.
Source: Leo L. Beraneck and Istvan L. Ver, *Noise and Vibration Control Engineering: Principles and Applications*, 1992.

Table 3.11-2
Construction Average Leq (dBA) Noise Levels
by Receptor Distance and Construction Phase

Description	Receptor Locations		Estimated Exterior Construction Noise Level[3,4]	Estimated Interior Construction Noise Level[3,4]
	Direction[1]	Distance[2]		
Grading	North	450	67.4	47.4
	South	270	71.8	51.8
	East	1670	56.0	36.0
	West	200	74.4	54.4
Paving	North	450	67.0	47.0
	South	270	71.4	51.4
	East	1670	55.6	35.6
	West	200	74.0	54.0
Building Construction	North	450	67.3	47.3
	South	270	71.7	51.7
	East	1670	55.9	35.9
	West	200	74.3	54.3
Generator	North	450	51.5	31.5
	South	270	56.0	36.0
	East	1670	40.2	20.2
	West	200	58.6	38.6

Notes:

1. Uses to the north, east and west of the Project are residential. Pine Valley County Park is located immediately adjacent to the east/southeast.
2. Distance is from the nearest sensitive receptor to the closest construction activity area of the project site.
3. Derived from the Federal Highway Administration, *Roadway Construction Noise Model (FHWA-HEP-05-054),* dated January 2006. Refer to Attachment B.
4. A typical building can reduce noise levels by 20 dBA with the windows closed.[10] This assumes all windows and doors are closed, thereby attenuating the exterior noise levels by 20 dBA.

Source: Federal Highway Administration, *Roadway Construction Noise Model (FHWA – HEP – 05-054)*, January 2006; refer to Attachment B.

Actual construction-related noise activities would be lower than these conservative rates and would cease upon completion of construction. Furthermore, construction would occur throughout the Project site and would not be concentrated or confined in the area directly adjacent to the residential uses to the north, east, and west, nor the Pine Valley County Park located immediately east/southeast of the Project site.

Pursuant to the County of San Diego *Code of Regulatory Ordinances*, Chapter 4 - *Noise Abatement and Control*, Section 36.408 *Hours of Operation of Construction Equipment*, construction activities may occur between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday. This ordinance is included in the code in recognition that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant disruption. In addition, pursuant to the County of San Diego *Code of Regulatory*

[10] United States Department of Housing and Urban Development, *The Noise Guidebook*, undated, page 14.

Ordinances, Chapter 4 - *Noise Abatement and Control*, Section 36.409, *Sound Level Limitations on Construction Equipment*, average construction sound levels may not exceed 75 decibels for an eight-hour period during permitted construction hours. As the Project would not exceed permitted construction noise levels to exterior or interior receptor properties and construction hours would comply with Section 36.408, a less than significant noise impact would result from construction activities. Therefore, no significant construction-related noise impacts associated with the Project were identified, and no mitigation or design considerations are required.

Long-term noise levels would not be significantly altered, due to the operational nature of the Sheriff's Substation. Two to three patrol deputies would work out of the facility at any one time, generating a low number of vehicle trips and associated noise, similar to that generated by operations at the existing Substation, and therefore, no new or additional noise-producing traffic or operations are anticipated. Long-term noise impacts would be less than significant, and no mitigation is required.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

No Impact. Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration amplitudes. PPV is defined as the maximum instantaneous peak or vibration signal, while RMS is defined as the square root of the average of the squared amplitude of the signal. PPV is typically used for evaluating potential building damage, whereas RMS is typically more suitable for evaluating human response. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of vibration. Man-made vibration issues are therefore usually confined to short distances (i.e., 500 feet or less) from the source.

Both construction and operation of projects can generate ground-borne vibration. In general, demolition of structures preceding construction generates the highest vibrations. Construction equipment, such as vibratory compactors or rollers, pile drivers, and pavement breakers, can generate perceptible vibration during construction activities. Heavy trucks can also generate ground-borne vibrations that vary depending on vehicle type, weight, and pavement conditions.

Table 3.11-3
Guidelines for Determining the Significance of Ground-Borne Vibration and Noise Impacts

Land Use Category	Ground-Borne Vibration Impact Levels (inches/sec rms)		Ground-Borne Noise Impact Levels (dB re 20 micro Pascals)	
	Frequent Events[1]	Occasional or Infrequent Events[2]	Frequent Events[1]	Occasional or Infrequent Events[2]
Category 1: Buildings where low ambient vibration is essential for interior operations. (research & manufacturing facilities with special vibration constraints)	0.0018 [3]	0.0018 [3]	N/A [5]	N/A [5]
Category 2: Residences and buildings where people normally sleep. (hotels, hospitals, residences, & other sleeping facilities)	0.0040	0.010	35 dBA	43 dBA
Category 3: Institutional land uses with primarily daytime use. (schools, churches, libraries, other institutions, & quiet offices)	0.0056	0.014	40 dBA	48 dBA

Notes:

1. "Frequent Events" is defined as more than 70 vibration events per day. Most rapid transit projects fall into this category.
2. "Occasional of Infrequent Events" are defined as fewer than 70 vibration events per day. This combined category includes most commuter rail systems.
3. This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration sensitive manufacturing or research will require detailed evaluation to define acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.
4. Vibration-sensitive equipment is not sensitive to ground-borne noise.
5. There are some buildings, such as concert halls, TV and recording studios, and theaters that can be very sensitive to vibration and noise but do not fit into any of the three categories. Table 6 gives criteria for acceptable levels of ground-borne vibration and noise for these various types of special uses.
6. For Categories 2 and 3 with occupied facilities, isolated events such as blasting are significant when the peak particle velocity (PPV) exceeds one inch per second. Non-transportation vibration sources such as impact pile drivers or hydraulic breakers are significant when their PPV exceeds 0.1 inch per second. More specific criteria for structures and potential annoyance were developed by Caltrans (2004) and will be used to evaluate these continuous or transient sources in San Diego County.

Source: County of San Diego, *Report Format and Content Requirements*, January 27, 2009.

Table 3.11-4
Guidelines for Determining the Significance of Groundbourne Vibration and Noise Impacts for Special Buildings

Type of Building or Room	Ground-Borne Vibration Impact Levels (inches/sec rms)		Ground-Borne Noise Impact Levels (dB re 20 micro Pascals)	
	Frequent Events[1]	Occasional or Infrequent Events[2]	Frequent Events[1]	Occasional or Infrequent Events[2]
Concert Halls, TV Studios, and Recording Studios	0.0018	0.0018	25 dBA	25 dBA
Auditoriums	0.0040	0.010	30 dBA	38 dBA
Theaters	0.0040	0.010	35 dBA	43 dBA

Notes:

1. "Frequent Events" is defined as more than 70 vibration events per day. Most rapid transit projects fall into this category.
2. "Occasional of Infrequent Events" are defined as fewer than 70 vibration events per day. This combined category includes most commuter rail systems.
3. If the building will rarely be occupied when the trains are operating, there is no need to consider impact.
4. For historic buildings and ruins, the allowable upper limit for continuous vibration to structures is identified to be 0.056 inches/second rms. Transient conditions (single-event) would be limited to approximately twice the continuous acceptable value.

Source: County of San Diego, *Report Format and Content Requirements*, January 27, 2009.

Ground-borne vibration and noise impacts resulting with the Project would be temporary and would cease upon the completion of construction activities. The nearest residence is located more than 150 feet from the Project site, and therefore, it is anticipated that the Project would not result in significant vibration levels, and would be below the human perception for vibration. In addition, no other land uses identified in Tables 3.11-3 and 3.11-4, above, are located in the vicinity of the Project. As such, no construction-related ground-borne vibration or noise impacts associated with the Project were identified. No significant impacts would occur, and no mitigation or design considerations are required.

c) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?

No Impact. The Project includes construction of the proposed Sheriff's Substation and would not introduce a new land use to the area (existing Sheriff's Substation located approximately 1,200 feet to the southeast) or an increase of operational capacity (no increase in the number of employees/staff). Post-construction noise levels and traffic would be generally unchanged as compared to noise associated with the existing facilities. No substantial permanent increase in ambient noise levels is anticipated. No impacts related to this issue would occur, and no mitigation is required.

d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?

Less Than Significant Impact. As discussed in item 3.11(a) above, construction-related noise impacts from the proposed Project would generally be higher than existing ambient noise levels in the Project area, but would no longer occur once construction of the Project is completed. Implementation of standard measures would reduce potential Project-related impacts from an

increase in ambient noise levels during the construction phase to less than significant levels, and no mitigation is required.

e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?

No Impact. The proposed Project is not located within an airport land use plan or within two miles of a public airport. The proposed Project site is located approximately 16.5 miles southeast of the Ramona Airport, which is the nearest public airport. Operation of the proposed Sheriff's Substation would support law enforcement activities and would not interfere with the operations of any airport. Therefore, no noise impacts would occur, and no mitigation is required.

f) For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?

No Impact. The proposed Project is not located within the vicinity of a private airstrip. The closest private airport (On the Rocks Airport) is located approximately 5.5 miles to the southeast of the community of Alpine. Therefore, there are no impacts related to this issue, and no mitigation is required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
3.12 POPULATION & HOUSING Would the Project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less than Significant Impact. The proposed Project is intended to provide a new Sheriff's Substation for the Pine Valley community that would replace the existing Sheriff's Substation, located approximately 1,200 feet to the southeast of the proposed Project site. The Project does not propose the construction of new homes, businesses, or infrastructure. The proposed Project would not directly or indirectly induce substantial population growth, as no homes or businesses are proposed as part of the Project, and the extension of sewer or water lines that

could potential induce growth is not required or proposed. The Project would not remove a barrier to growth in the surrounding area.

The presence of construction workers at the site would be temporary and short-term and would not lead to a permanent demand for housing, goods, or services in the area. Due to the nature of the Project, it is anticipated that the Project would not directly produce significant new or increased vehicular traffic in the area, other than short-term construction traffic and minimal vehicle trips for operational purposes over the long-term. Impacts would be less than significant with regard to population growth, and no mitigation is required.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. Construction activities required with the Project would not displace people or homes, as the proposed Project would not directly affect existing residential units or result in or require the construction of new residential units. No existing housing would be displaced by implementation of the proposed Project. Therefore, no significant impacts would occur, and no mitigation is required.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. Refer to Response 3.12(b), above.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
3.13 PUBLIC SERVICES Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire Protection?	☐	☐	☐	☒
2) Police Protection?	☐	☐	☐	☒
3) Schools?	☐	☐	☐	☒
4) Parks?	☐	☐	☐	☒
5) Other public facilities?	☐	☐	☐	☒

1) Fire protection?

No Impact. The proposed Project would not include the construction of new housing or buildings that would result in an increase in demand for fire protection services over existing conditions, as the Project would replace the existing Sheriff's Substation, located just to the

south of the site. The proposed Sheriff's Substation would have similar operational characteristics as the existing Sheriff's Substation and would not significantly increase the size of the Substation or the number of employees. As such, no significant impacts have been identified, and no mitigation is required.

2) Police protection?

No Impact. The proposed Project would result in construction of a replacement Sheriff's Substation to facilitate the provision of law enforcement services for the Pine Valley community and surrounding service area, thereby improving police protection services in the area. The Project would not include construction of new housing or buildings that would result in an increase in demand for police protection. As such, no significant impacts have been identified, and no mitigation is required.

3) Schools?

No Impact. The proposed Project does not include the construction of new housing and would therefore not significantly increase demand on existing school facilities in the Pine Valley area. The number of employees at the proposed Sheriff's Substation would be similar to that of the existing Substation and would therefore not increase the need for public education services. As such, no significant impacts have been identified, and no mitigation is required.

4) Parks?

No Impact. The proposed Project would not increase the use of existing neighborhood or regional parks or other recreational facilities, as the proposed Project would result in a replacement Substation and would not result in a significant increase in demand for offsite recreational facilities. As such, no significant impacts related to parks are anticipated, and no mitigation is required.

5) Other public facilities?

No Impact. The proposed Project would result in the construction of a replacement Sheriff's Substation for the Pine Valley area. The proposed Project does not include the construction of new housing or buildings that would result in an increase in demand for other public facilities (i.e., libraries). Furthermore, the proposed Project would not significantly increase the intensity of the use of the site, or increase demand for other public services, as compared to operations currently conducted at the existing Pine Valley Sheriff's Substation. As such, no significant impacts have been identified, and no mitigation is required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
3.14 RECREATION Would the Project:				
a. Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b. Does the Project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☒	☐

a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

This response applies to Questions 3.14(a) and (b) above.

Less than Significant Impact. The proposed Project would result in construction of a Sheriff's Substation to replace the existing Substation located nearby. Although the Project would ultimately develop approximately one acre of land within the Pine Valley County Park for alternate use to support a Sheriff's Substation, the proposed Project site is presently undeveloped and no expansion or enhancement of recreational facilities onto this portion of land within the County Park is currently planned or anticipated. It is assumed that employees of the proposed Sheriff's Substation already reside in Pine Valley or in surrounding areas and would not generate a significant population increase in the community that would increase the use of existing or demand for new neighborhood or regional parks or other recreational facilities, as the proposed Project would result in a replacement Substation. The Project location within the County Park would also support the County Park function by providing enhanced security to users. The Project does not propose housing that may indirectly or directly increase population demand for new or expansion of area recreational facilities, or that would cause substantial deterioration of existing neighborhood or regional parks. As such, impacts would be less than significant, and no mitigation is required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
3.15 TRANSPORTATION/TRAFFIC Would the Project:				
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion/management agency for designated roads or highways?	☐	☐	☒	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e. Result in inadequate emergency access?	☐	☐	☐	☒
f. Result in inadequate parking capacity?	☐	☐	☐	☒
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

The following response applies to Questions 3.15(a) and (b), above.

Less than Significant Impact. As stated previously, the proposed Sheriff's Substation would replace the existing Substation located approximately 1,200 feet to the southeast. No increase in the number of employees or intensity of operations as compared to existing conditions would occur with the Project.

Due to the limited construction requirements and scale of the facility, traffic generated by construction or operation would be minimal. A formal traffic analysis was not conducted for the proposed use; however, it is anticipated that the Substation would support 11 assigned vehicles, similar to the existing Substation. Currently, nine (9) staff members are assigned to the existing Pine Valley Sheriff's Substation. The Substation is commanded by a Lieutenant (not included in the nine staff members) who splits his/her time between the existing Sheriff's Substation and

other rural Sheriff's facilities. In addition, four deputies assigned to the Boulevard/Jacumba office would also report to the Pine Valley Sergeant and would attend weekly meetings in at the Pine Valley Sheriff's Substation. The deputies would work in teams to provide coverage seven days per week, with no more than two or three patrol deputies working at any one time. Additionally, space would be provided for California Highway Patrol (CHP) and Bureau of Land Management (BLM) staff operations. Volunteers with the County Sheriff's Retired Senior Volunteer Patrol program would also utilize the facility, consistent with current operations at the existing Substation; however, the Project would not result in an increase the overall total number of staff using the Substation or introduce any other new uses that vary from those which presently occur at the existing Sheriff's Substation. Therefore, existing operational conditions with regard to staffing would remain the same with the proposed Sheriff's Substation, and the number of vehicle trips generated by operation of the facility would not increase over that generated by the existing Sheriff's Substation.

The Project would not generate a substantial amount of traffic; however, the Project applicant would be subject to the County's Transportation Impact Fee (TIF) to ensure that the Project does not contribute to a cumulative effect on the County's local and/or regional transportation system. Prior to the issuance of a building permit, the County of San Diego Department of General Services would be required to provide evidence of transfer of the specified fee to the County of San Diego Department of Public Works, based on current rates during the calendar year in which construction of the project is initiated and prior to the issuance of a building permit. Other than a potential temporary minor increase in traffic resulting with Project construction activities, the proposed Project would not cause a significant short-term or long-term impact resulting from an increase in traffic volumes generated by visitors to the site. Impacts would be less than significant.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. Construction and operation of the Sheriff's Substation would not result in an increase in the number of employees over that which are currently employed at the existing Sheriff's Substation (10 employees). The Project would not affect nearby air traffic patterns or create substantial safety risks, due to the nature of the proposed use and the associated operational characteristics. Therefore, no significant impacts related to this issue would occur, and no mitigation is required.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The proposed Project is intended to provide a replacement Sheriff's Substation to support law enforcement services within the Pine Valley Area, and development of the site as proposed would not alter existing circulation patterns on surrounding streets or affect emergency access to the site or adjacent areas. No design features or incompatible uses that would increase hazards are proposed. The Project has been designed to ensure that adequate sight distance is provided along Old Highway 80 and the proposed Project driveway to allow for safe ingress/egress to and from the site. Therefore, significant impacts related to design feature hazards or emergency access would not occur, and no mitigation is required.

e) Result in inadequate emergency access?

No Impact. Refer to 3.15(d) above.

f) Result in inadequate parking capacity?

No Impact. The proposed Project has been designed to accommodate employee and visitor parking demands for the proposed use onsite, and no offsite parking would therefore be required; refer to Exhibit 3, Conceptual Site Plan. Temporary parking for Project-related construction vehicles may be required offsite; however, such parking requirements would be temporary and would not result in significant new demands for parking. Therefore, the Project would not result in inadequate parking capacity, and no mitigation is required.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

No Impact. The proposed Project would not alter the existing conditions of the Project site or adjacent facilities with regard to alternative transportation. The Project would result in construction of the Sheriff's Substation to support law enforcement activities and would not result in design measures or circulation features that would conflict with existing policies, plans, or programs supporting alternative transportation. No significant impacts related to this issue would occur, and no mitigation is required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
3.16 UTILITIES AND SERVICE SYSTEMS Would the Project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d. Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e. Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f. Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. The Project proposes installation of a septic system for the purposes of wastewater treatment. Due to the nature of the proposed facilities and the limited square footage and number of employees required for operation, operation of the Substation would not generate a significant amount of wastewater that would require treatment and disposal. Therefore, no additional demand for wastewater disposal or treatment would be created by the proposed Project, and the proposed Project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board (RWQCB). No significant impacts would occur, and no mitigation is required.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. Water service for the Project would be provided via connection to an existing public water line in Old Highway 80. Water and demand would therefore increase incrementally with construction of the proposed Project; however, such an increase in demand would not be significant and would not result in adverse effects on the existing service systems or on the ability for the water district to provide such services. The Project does not propose connection to a public system for the purposes of wastewater treatment as wastewater generated by the Substation would be disposed and treated via onsite septic system.

The increase in demand for water service generated by the proposed Project is not expected to require or result in the significant construction of new water or wastewater treatment facilities. Therefore, impacts would be less than significant, and no mitigation is required; refer also to Response 3.16(a).

c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. Proposed improvements would not significantly change the existing drainage pattern of the Project site, and the ultimate discharge point of the Project area would not be changed with Project implementation. Upon completion of the Project, runoff would continue to sheet flow northwesterly as it does in the existing condition. Through installation of permeable pavement and/or flow-through planters, the proposed Project would mitigate the 100-year peak flow to existing conditions. The Project does not propose connection to a public storm water system. Therefore, the Project would not require or result in the

construction of new drainage facilities or expansion of existing facilities. Impacts would be less than significant, and no mitigation is required.

d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?

Less than Significant Impact. The proposed Project site is located within the boundaries of the Pine Valley Mutual Water Company. The Project would connect to an existing water line within Old Highway 80 for the provision of water to the Sheriff's Substation; refer to Exhibit 3, Conceptual Site Plan. Operation of the Sheriff's Substation would be similar to that of the existing Substation located to the south, and an increase in the number of employees is not proposed. Therefore, water demand generated by the proposed use would be similar to existing conditions, and the Project would therefore not create additional demand on the public water system. Water supplies would be adequate to serve the Project site. Impacts would be less than significant, and no mitigation is required.

e) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments?

No Impact. Wastewater generated by the proposed Project would be treated via the proposed onsite septic system. As no connection to a public wastewater treatment system is proposed, the Project would not interfere with any wastewater treatment provider's service capacity. No significant impacts would occur, and no mitigation is required.

f) Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?

Less Than Significant Impact. A limited amount of construction debris and waste would be generated from the construction of the proposed Sheriff's Substation. Due to operational characteristics, a minimal amount of waste would be generated on a daily basis by occupants of the Substation. Waste Management provides solid waste disposal service to the Pine Valley community. All solid waste from the Project site would be transported to Miramar Landfill, located at 5180 Convoy Street, which has adequate capacity to accept the limited amount of waste that would be generated by the proposed Project. Therefore, impacts are considered to be less than significant, and no mitigation is required.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact. The proposed Project would comply with all Federal, State, and local statutes and regulations related to solid waste. Construction of the proposed Project would not result in the generation of large amounts of solid waste, nor would the Project result in the generation or transport of significant amounts of hazardous or solid waste over the long-term. Therefore, impacts are considered to be less than significant, and no mitigation is required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
3.17 MANDATORY FINDINGS OF SIGNIFICANCE Would the Project:				
a. Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to decrease below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major periods of California history or prehistory?	☐	☒	☐	☐
b. Does the Project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	☐	☒	☐	☐
c. Does the Project have impacts which are individually limited, but cumulatively considerable ("Cumulatively considerable" means the Project's incremental effects are considerable when compared to the past, present, and future effects of other Projects)?	☐	☒	☐	☐
d. Does the Project have environmental effects which will have substantial adverse effects on human beings, directly or indirectly?	☐	☐	☒	☐

a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to decrease below self- sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major periods of California history or prehistory?

Potentially Significant Unless Mitigated. As documented in this Initial Study, the proposed Project may have the potential to substantially degrade the environment as a result of impacts to biological resources including, but not limited to, sensitive vegetation habitat. As such, mitigation measures have been proposed to reduce impacts to less than significant.

b. Does the Project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?

Potentially Significant Unless Mitigated. Implementation of the proposed Project would result in the construction of a replacement Sheriff's Substation to improve the provision of law enforcement services and public safety in the Central Mountain region of San Diego County. Construction activities would be temporary in duration and would cease upon completion of construction. Mitigation measures have been proposed to reduce potential impacts with regard to biological and cultural resources to less than significant.

c. Does the Project have impacts which are individually limited, but cumulatively considerable ("Cumulatively considerable" means the Project's incremental effects

are considerable when compared to the past, present, and future effects of other Projects)?

Potentially Significant Unless Mitigated. As documented in this Initial Study, the proposed Project may have the potential to substantially degrade the environment as a result of impacts to biological resources, including but not limited to, sensitive vegetation habitat, which may have cumulatively considerable impacts. As such, mitigation measures have been proposed to reduce impacts to less than significant. Similarly, mitigation is proposed to reduce potential impacts on cultural resources to less than significant. Other future projects within the Pine Valley community, as well as within the surrounding community, would be required to comply with applicable local, State, and Federal regulations to reduce potential impacts to less than significant, or to the extent possible. As such, the proposed Project is not anticipated to contribute to potentially significant cumulative environmental impacts.

d. Does the Project have environmental effects which will have substantial adverse effects on human beings, directly or indirectly?

Less Than Significant Impact. It is not anticipated that the proposed Project would cause substantial adverse effects on human beings, either directly or indirectly, as it would comply with all applicable Federal, State, and local regulations. Design features and/or design measures would also be incorporated into the Project to reduce potential impacts on human beings (e.g. visual, noise, air quality) to a less than significant level.

4.0 PREPARATION

The Initial Study for the subject Project was prepared by:

Nicole Marotz, AICP, LEED AP
Senior Environmental Planner

5.0 DETERMINATION

(To be completed by lead agency) Based on this initial evaluation:

[ ] I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

[**X**] I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described herein have been included in this Project. A MITIGATED NEGATIVE DECLARATION will be prepared.

[ ] I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

6.0 DE MINIMIS FEE DETERMINATION

(Chapter 1706, Statutes of 1990-AB 3158)

[ ] It is hereby found that this Project involves no potential for any adverse effect, either individually or cumulatively, on wildlife resources and that a "Certificate of Fee Exemption" shall be prepared for this Project.

[**X**] It is hereby found that this Project could potentially impact wildlife, individually or cumulatively, and therefore fees shall be paid to the State of California Governor's Office of Planning and Research (OPR) in accordance with Section 711.4(d) of the Fish and Game Code.

7.0 ENVIRONMENTAL DETERMINATION

The Initial Study for the proposed Project has been reviewed and the environmental determination, contained in Section 5.0 preceding, is hereby approved:

April F. Heinze
Title: Director, County of San Diego, Department of General Services

8.0 REFERENCES

8.1 REFERENCE DOCUMENTS

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County of San Diego General Plan Update. August 2011.

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FEMA Flood Insurance Rate Maps. http://www.fema.gov/hazard/map/firm.shtm

Google Earth. 2010.

Greenhouse Gas Analysis, Pine Valley Sheriff's Substation. RBF Consulting. January 2012.

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Major Storm Water Management Plan. RBF Consulting. January 2012.

Preliminary Drainage Study. RBF Consulting. January 2012.

Recommendations for Further Environmental Review for the Proposed Pine Valley Sheriff's Substation. ICF International, April 29, 2011.

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http://www.sdSheriff's.net/patrolSubstations/pinevalley.html. Accessed October 31, 2011.

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